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American Railroad Journal.

New York, Saturday, March 25, 1865.

Liability of Railroad Companies for Loss of Passengers' Baggage.

Although a railroad company is not responsible for injuries to the *persons* of passengers, unless they happen from a want of such care and diligence as is characteristic of cautious persons, yet they are liable for the *baggage* of passengers, at all events, except such losses as arise from inevitable accident or the enemies of the country, where no notice is given. (Camden R. R. and T. Co., *vs.* Burke 13 Wend., 611.) And they are thus liable although they do not receive any other compensation for the transportation of the baggage than that which is paid for the conveyance of the passenger. (Powell *vs.* Myers, 26 Wend., 591.) The passenger having been received on board is entitled to a safe keeping of his baggage, although he may not have paid his passage money.

In one case (36 Barb., 557,) the Court lays it down that the obligation of a railroad company is to take whatever is delivered and received as baggage, from a passenger in the baggage car of a passenger train in which the passenger takes his passage, and take it along with and deliver it to the passenger at the place of destination, in the usual manner of transporting and delivering baggage. And the obligation is the same, whether the baggage is within the quantity allowed to a passenger, to be carried without any charge other than the ordinary fare of the passenger; or whether it is an extra quantity, for which an additional charge is made. If it be taken as the baggage of the passenger, whether ordinary or extra, it is to be carried with the passenger, unless there is some agreement to the contrary.

It is an elementary principle, therefore, that the carriers of passengers are liable as common carriers for their ordinary baggage, that is, they are liable for such baggage to the same extent as for freight; in other words, are insurers of the same. And it is considered that as railways have made their checks evidence in regard to the delivery of baggage, the possession of such check by a passenger is evidence against the company, of the receipt of the baggage. (*Redfield on Railways*, 243.) In one case the Court says "It stands in the place of a bill of lading." (Dill *vs.* Railway Company, 7 Rich., 158.) And where different railroads forming a continuous line run their cars over the whole line, and sell their tickets for the through route, and check baggage through, an action lies against either company for the loss of the baggage. (Hart *vs.* Rensselaer and Saratoga Railroad Company, 4 Seld., 37.)

Where the company employs porters at their stations to convey a passenger's baggage to the car in which the passenger leaves the station of the company, their liability continues until it is so delivered, and it makes no difference whether the baggage be placed in the same car with the passenger or in the baggage car. (Richards *vs.* London, Brighton and S. C. R. R., 7 C. B., 839.)

But if the passenger chooses to take the exclusive control of his own baggage, as a purse, or coat, cane or umbrella, for instance, the company is not ordinarily liable. But the liability having once attached by a delivery to the company's servant, they remain liable until a full and unequivocal re-delivery to the owner, and ordinarily to the end of the route.

Thus in a case where an emigrant passenger on a voyage from Liverpool to New York took the exclusive possession of his trunk, taking it into the steerage, placing it under his bed and fastening it to his berth by ropes, and during the voyage it was stolen, it was held that the owners of the ship were not liable. (Cohen *vs.* Frost, 2 Duer, 335.)

EXTENT OF RESPONSIBILITY.—WHAT IS "BAGGAGE?"

Railroad companies, as carriers of passengers are not liable for the loss of a package of merchandise which a passenger brings upon the train, packed as baggage, unless the company having an opportunity to inspect or know the contents of the package, see fit to accept it as baggage. A great number of cases have turned upon the definition or signification of "baggage;" thus the word has been held not to include a trunk containing valuable merchandise and nothing else, although it did not appear that the traveler had any other trunk with him; nor samples of merchandise carried to enable the passenger to make bargains. (Pardee *vs.* Drew, 25 Wend., 459; Hawkins *vs.* Hoffman, 6 Hill, 586.) But where a passenger delivered a box containing embroideries, to the agent for receiving baggages, and demanded a check for the place of his destination, and was told that the company "did not check such goods," but that they would go safely, it was held that the company was liable for the loss of the box as common carriers, on the ground that there was no attempt to deceive them, or to have the parcel pass as baggage unless they consented, and if they consented to accept and carry it in a passenger train they were liable, and might charge freight the same as if they carried it upon their freight trains. (Butter *vs.* Hudson River Railroad Company, 3 E. D. Smith, 571.)

In one case the carrier was held responsible for articles of jewelry, carried among baggage, which was a part of female dress, the plaintiff traveling with his family, such articles being treated without question, as forming a part of the passenger's baggage. (Brooke *vs.* Pickwick, 4 Bing., 218.) So a watch carried in one's trunk is proper baggage. (4 E. D. Smith, 181.)

But railroads, as carriers of passengers, are not liable for money which they may carry as baggage, beyond a reasonable amount for traveling expenses. The passenger is allowed to take not only money sufficient to defray the ordinary expenses of the journey contemplated, but any

reasonable sum in addition for such contingencies as are not improbable.

Thus, the distinction between baggage and freight has been pretty distinctly marked. And it must be remarked that an agreement to carry a passenger and his baggage includes only ordinary baggage, or such articles of necessity and personal convenience as are usually carried by passengers. It has, however, been held that guns for sporting purposes may be included in the baggage of a passenger from Europe to New York, for which the carrier is liable. (Van Horn *vs.* Kermit, 4 E. D. Smith, 453.) So tools used by the passenger in his trade, and also a gun, carried in his trunk, have been held proper by being included under the term "baggage," and recoverable as such. (Davis *vs.* Cayuga and Saratoga Railroad Co., 18 How., 330.) But a trunk containing silverware, carried as baggage without charge, from New York to Albany, was held not to be baggage for which the carrier was liable. The Court says "there is no difference between silverware and silver money." (Bell *vs.* Drew, 4 E. D. Smith, 59.) So a carrier is not liable for the value of a box of jewelry belonging to a third person packed in the passenger's trunk, the jewelry being put up as merchandise. (2 Bosw., 589.) Deception may as easily be effected by imposing upon the carrier valuable merchandise, under the guise of the owner's traveling baggage, as by a direct verbal misrepresentation.

It seems that books, writing apparatus, and the like, which the passenger carries for his amusement or instruction by the way, may be included in the term baggage. (Hawkins *vs.* Hoffman 116 Hill, 586.) We are not aware that the question has ever been passed upon, but we do not doubt but books, manuscripts, scientific instruments and diplomas, which a student has in his trunk on his journey to or from college or school, will be deemed baggage. It has however been held that presents for friends, masonic regalia and jewels, not being articles for the passenger's personal use or convenience, could not be recovered for as baggage. (4 Bosw. 225.)

DELIVERY TO THE PASSENGER.

The carrier must deliver the passenger's baggage to him at the place of destination, and the forgetfulness of the passenger is no excuse (Cole *vs.* Goodman 19 Wendell, 251). Though, after the arrival at the place of destination, a reasonable time has elapsed for the passenger to remove his baggage, and he fails to do so, so that the carrier is no longer liable as a *common carrier*, he is not relieved from all care of the property, and all responsibility for its delivery, when demanded. He may notify the passenger to remove it, but if he does not take it away, the carrier is bound to preserve it with *ordinary* care, and, as a bailee, is chargeable, if it is lost through his negligence (Van Horn *vs.* Kermit 4 E. D. Smith 453). The carrier, therefore, is chargeable as a carrier, for the baggage of the passenger, only for a *reasonable time* after its arrival at its destination. His subsequent liability is not that of an insurer, but only that of a bailee, or warehouseman.

EFFECT OF NOTICES AND SPECIAL CONTRACTS.

It is settled, in this state, that a common carrier of property cannot limit his liability, in part or in whole, by mere notice, even if the notice is brought home to the owner. Such notice is of no avail, unless the owner assents to its terms. (4 Bosw., 225.) Thus it was held in the case of the Camden Railroad and T. Co., against Burke (13 Wend., 611) that a notice that all baggage is at the risk of owners, although it is brought home to the owner, does not excuse the carrier from losses arising from the acts of himself or his servants, nor from actual negligence, nor the inefficiency of his machinery or vehicles, though it cannot be discovered by the eye.

In the case of Welles against the N. Y. Central R. R. Co., (26 Barb., 641) the plaintiff received a free ticket from the defendants, entitling or permitting him to ride upon their cars at his own pleasure, with an indorsement on it, by which "he expressly agreed that the company should not be liable, under any circumstances, whether of negligence of their agents or otherwise, for any injury to his person or for any loss or injury to his property." The court held that this contract was not unlawful. It is fully binding to the extent of exempting the defendants from all loss or liability to loss or damage from injuries resulting from mere negligence of any degree. And therefore, under an express contract that the goods are to be carried, "at the risk of the owner," the carrier incurs only the liability of an ordinary bailee (4 Seld., 375).

UNCLAIMED BAGGAGE.

It is provided by statute, in this state, similar to that in other states, that carriers, having on hand any unclaimed baggage, must enter it in a book to be kept for that purpose. If unclaimed for thirty days, the description of the goods must be published in the State paper on the first Mondays of July, October, January and April in each year, once a week for three weeks. If not claimed for sixty days, the goods are to be opened and an inventory to be made, and if unclaimed for three months after such examination, they are to be sold at public auction, giving six day's previous notice of the time and place of the sale. The net proceeds of the sale, after paying expenses and charges, is to be paid to the overseers of the poor of the town or city where the sale is made.

ARTICLES LEFT IN CARS.

It not unfrequently happens, that passengers in the hurry of leaving a train, neglect to take with them such articles as an umbrella, a coat or satchel. For the safety of these articles, which the passenger has assumed to care for himself, the company, as we have seen, are not responsible. But we believe it is always customary for one of the servants of the company to pass through the train and collect such articles as have been inadvertently left, and deposit them at the depot for reclamation by the owners. But by thus assuming to take charge of these articles, the company assumes a certain responsibility. If it should deliver an article thus found, to the wrong person, without taking care to ascertain who was the owner, it would be liable. But in general, no extraordinary care will be exacted of the company in such a case. It is not a case where property is put into its hands by the owner, but it comes into its possession by the owner's own neglect; and when the carrier does not know to whom it belongs, or by whom it was left, he should not be held responsible for delivering it to a wrong person if he has exercised all the care and vigilance that, could reasonably be expected from him, under the circumstances.

Erie Railway Company.

The earnings and expenses of this road for the years ending December 31, 1863 and 1864, have been as follows:

Earnings:	1863.	1864.
From freight	$8,476,810 18	$10,246,897 61
" passengers	1,850,984 49	3,002,197 70
" mails	101,052 04	101,352 04
" other sources.	40,634 58	83,196 19
	$10,469,481 29	$13,429,643 54
Expenses, viz:		
Office & station exp.	$915,587 30	$1,154,751 40
Cost of running	1,535,549 30	2,363,863 30
General expenses	158,315 00	275,835 87
Repairs of engines and cars	1,455,760 78	1,920,389 65
Repairs of track and roadway	1,475,426 39	2,414,683 45
Repa's of structures	161,319 12	420,611 42
Incidental expenses.	48,323 09	54,503 93
Miscellaneous	198,804 72	230,279 42
	$5,949,085 70	$8,834,918 44
Net earnings	$4,520,395 59	$4,594,725 10

Disbursed in 1864 as follows:

Interest on mort. debt.	$1,231,806 34	
Rent of railroads	182,400 00	
Rent of Long Dock property	135,163 46	
Internal revenue taxes	323,803 74	
Taxes on real estate	259,819 45	
Pavonia Ferry	34,159 11	
Hire of cars	85,782 70	
Rents, repairs and expenses of operating the Buffalo Division	372,484 39	
		2,625,419 19
Surplus		$1,969,305 91
Dividends July 1, 1864.	$925,992 50	
" Jan. 1, 1865.	906,631 08	
		1,832,623 58
		$136,682 33
Surplus January 1, 1864		777,817 76
Balance to credit of income account January 1, 1865		$914,500 09

Compared with 1863 the gross earnings of 1864 show an increase of $2,960,162 25, with an increase in expenses of $2,885,832 74—making the increase in net earnings $74,329 53.

The freight and passenger earnings for the past two years compare as follows:

Freight earnings:	1863.	1864.
Through east	$3,853,042 71	$4,748,533 39
" west	1,371,186 35	2,031,184 57
Way east	2,322,774 21	2,332,586 77
" west	929,806 91	1,130,592 88
Total freight	$8,476,810 18	$10,242,897 61

Passenger earnings:	1863.	1864.
Through east	$209,463 51	$315,112 33
" west	279,863 34	458,985 81
Way east	642,967 74	1,057,201 65
" west	718,716 88	1,170,897 91
Total passenger	$1,850,984 47	$3,002,197 70

—showing an increase in freight earnings of $1,766,087 43, or 17.2 per cent.; and in passenger earnings of $1,151,213 21, or 38.3 per cent.

The tons of freight moved, and number of passengers carried, during the same two years compare as follows:

Freight:	1863.	1864.
Through east	452,667	440,758
" west	169,920	164,118
Way east	685,442	932,151
" west	616,605	6 8
Total tons	1,874,634	2,214,295

Passengers:	1863.	1864.
Through east	24,778	35,143
" west	53,612	59,949
Way east	586,465	844,511
" west	571,651	846,003
Total number	1,236,506	1,785,606

—showing an increase in tonnage of 339,661, and in passengers of 549,100.

The increase in the expenses of operating and repairs are given under the following general heads:

Office and station expenses	$239,164 10
Cost of running	828,314 00
General expenses	117,520 87
Repairs of engines and cars	464,628 87
Repairs of track and roadway	939,257 06
Repairs of structures	259,292 30
Incidental to road and structures	6,180 84
Miscellaneous	31,474 70
Total	$2,885,832 74

A very large increase in cost of running will be observed. Of this amount $357,818 53 is in the cost of fuel, the price of coal having increased very largely the past year, and of which a large amount is now used in the engines.

The increase in the cost of repairs of track and roadway is partly accounted for in the large amount of new iron laid down in 1864, viz: 20,480 tons, at a cost of $2,132,725 01, against 13,967 tons in 1863, costing $817,609 67—a difference of 6,513 tons, and in value of $1,315,015 34. The difference, however, in value should be reduced by the old iron taken up, which in 1864 was about $450,000, which would leave a net increase of about $850,000. The average cost per net ton for railroad iron in 1863 was $58.66; in 1864 it was $105 per ton, a difference of $46.34 per ton. The estimated quantity of iron required for 1865 is 10,000 tons, which at $105 per ton, last year's price would be $1,050,000. The cost last year for 20,480 tons having been $2,132,000, the decrease in this one item for 1865 will be $1,082,000.

During the year 1¼ miles of double track and turnouts on the Eastern Division, and 4½ miles on the Susquehanna Division, in all 5¾ miles, have been completed; 6¼ miles on the Eastern Division, 16 miles on the Delaware Division, 5½ miles on the Susquehanna Division and 18½ miles on the Western Division, in all 48 miles additional, have been nearly completed, at a cost of $836,108 37. Shop and machinery at Susquehanna nearly completed; depot at Lackawaxen; foundations for shops and depot at Salamanca; and new tools and machinery for other shops, costing $439,877 69. Thirty-five new locomotives and 987 new cars, $1,682,508 54. Hawley Branch—new construction, $129,997 08. Long Dock—shops, freight sheds and docks, $365,475 36—total construction during the year $3,453,967 04.

The increase in capital stock during the year has been $4,830,600, accounted for as follows:

Fourth mortgage bonds converted	$1,386,000
Fifth " " "	737,000
Buffalo Branch " "	13,600
Long Dock " "	469,000
Sold to pay for construction	2,200,000
N. Y. and E. old stock converted	25,000
	$4,830,600

The capital stock and funded debt of the company compare as follows:

December 31,	1863.	1864.
Common stock	$11,569,500	$16,400,100
Preferred "	8,535,700	8,535,700
Total capital stock	$20,105,200	$24,935,800
First mort. bonds	3,000,000	3,000,000
Second "	4,000,000	4,000,000
Third "	6,000,000	6,000,000
Fourth "	5,020,000	3,634,000
Fifth "	1,739,500	1,002,500
Buffalo Branch bonds	200,000	186,400
Real Estate "	1,500	500
Total funded debt	$19,961,000	$17,823,400
Total stock and funded debt	$40,066,200	$42,759,200

The financial condition of the company is exhibited in the annexed balance sheet. The liabilities of the company on the 31st of December, 1864, were:

Accounts payable		$2,941,431 86
Dividends payable Feb. 1, 1865		906,631 08
		$3,848,062 94
Means to pay the same—		
Cash and cash items	$563,217 47	
Accounts receivable	1,383,286 94	
Long Dock Company	834,475 36	
		2,780,979 77
Excess of liabilities		$1,067,083 17
Contract for engines and cars deliverable prior to July 1, say		2,600,000 00
		$3,667,083 17

To meet which the company has in reserve $2,800,000 of common stock, and $900,000 of fourth mortgage bonds.

The property of the company consists of: Main Line from Jersey City to Dunkirk, 460 miles; Piermont Branch, 18 miles; Newburgh Branch, 19 miles; Northwestern Division, Hornellsville to Attica, 60 miles—total length of road owned by the company, 557 miles.

The Branch roads leased and operated by the company are: Buffalo Division, Corning to Buffalo, 140 miles; Rochester Division, 18 miles; Canandaigua and Elmira, 66 miles; Hawley Branch, just completed, 16 miles—total 240 miles.

The whole number of miles owned and leased by the company is 797.

The Warwick Valley road, ten miles long, is operated by the company, but not leased.

The whole number of miles operated by the company is 807.

There are on the Main Line and Branches owned by the company 191.5 miles of double track, and 145 miles of sidings—making the entire length of track equal to 1,162.5 miles of single track.

The equipment of the road consists of 276 locomotive engines and tenders; 114 passenger cars; 247 emigrant, baggage and caboose cars; 2,633 box freight, cattle, milk and oil cars; 1,180 flat freight cars; and 540 coal cars.

In the Report for 1863 the Directors called your attention to the necessity of having increased Motive Power and Rolling Stock; the remarks then made are applicable still. Although the road is now very well supplied with Cars, except Passenger Cars and Coal Cars, there is still a great deficiency of Engines. The Engines have been, for the last three years, worked night and day without any intermission.

In addition to the extra service required of the engines, the shops of the Company were found inadequate to repair them when they could be spared for that purpose, and it has been found absolutely necessary to provide more shops and larger accommodations for the repairs of engines and cars. The room provided did not anticipate so large an increase in the rolling stock as has been found necessary to do the increased, and constantly increasing business offered.

To meet this want the Company have nearly completed a new Machine Shop at Susquehanna, which will much facilitate the repairs of engines now so much needed, and give accommodations for building new ones.

There would have been a much more economical working of the road if the motive power had been greater and in first rate working order.

To provide for this deficiency contracts have been made to furnish sixty-seven Engines of the most approved pattern, to burn coal.

Authority has been given to build a sufficient number of coal cars in the Company's shops, and they are now being finished at the rate of about three coal cars per day.

Passenger cars are also being built in the Company's shops upon the most approved plans; and it is confidently believed that they will compare, in the most favorable manner, with any similar kinds of cars on any road. It is expected that the requirements of the travelling public will be fully met in the increased comfort of these truly complete coaches.

So large an outlay for additional motive power, cars and double track at a time of high prices, is justified by the demand upon the road by both local and through traffic. The total insufficiency of the equipment to do the business offered, and the consequent complaint on the part of those interested in transportation, made it imperative. And the increase in revenue resulting from this increased capacity we have no doubt will satisfy the stockholders that this expenditure is for their interest. With less provision for increased capacity, than is shown in this report, the large amount of business thrown upon the road by the opening of the Atlantic and Great Western Railway would become a source of embarrassment instead of profit. The managers of that road have already complained of our inability to do the business resulting from the connection, although that road has not yet been operated as a through line to Cincinnati or St. Louis. We are assured by the managers of the road forming the broad gauge connection to the Ohio and Mississippi Rivers that by May or June their roads will be fully equipped. And with this assurance the managers of this Company would hardly be held excusable for failure to prepare for so important an accession to its permanent business.

The Buffalo, Bradford and Pittsburgh Railroad, connecting with the Erie Railway at Carrollton Station, 405 miles from New York, will be open for use during the coming summer. This road from its connection with the Erie Railway to Lafayette is about 24 miles in length, and will ultimately, and at no distant period, be carried into the very heart of the great bituminous coal region of the State of Pennsylvania. When opened to Lafayette it will reach a point where coal, iron and lumber can be obtained in almost inexhaustible quantities. It will become the natural outlet for the coal and iron from that great mineral region, to New York, Canada and the Western States, and will be a source of largely increased business to the Erie Railway.

The growing scarcity of wood for locomotives has been a source of much anxiety, but with the opening of the Buffalo, Bradford and Pittsburgh Railroad, and the supply of coal from other tributaries of the Erie Railway, a source of much disquietude will be removed, as the supply of coal will be ample for fuel, and the cost between the supply of wood and coal for locomotive use will be at least one-third in favor of the latter article.

This review of the capacity and business of the Erie Railway—its location and connections for transporting the increasing business of the West and its adaptation to the commerce and convenience of the large population of the country traversed by it—animates us with the hope, that with our substantial and complete structures, and with

ample equipments and facilities, we can well sustain our relative position, and produce for its Stockholders a uniform and remunerative revenue.

In the present disturbed condition of our currency it would be unwise to present any estimates of the future business of the Company. The Directors, however, cannot see anything unfavorable in their affairs; they have great expectations of increased business for the current and future years, and with the increased prices for transportation of freight and passengers recently established, and the reasonable hopes that the cost of labor and material will be reduced, they confidently expect that the result of the present year's operations will be much more satisfactory than the year just closed.

BALANCES OF GENERAL LEDGER.

Cost of road and equipment	$42,583,058	03
Hawley Branch	233,294	63
	$42,816,352	66
Cash and cash items on hand	563,217	47
Long Dock Company	834,475	36
Buffalo, Bradford and Pittsburg R. R. Co	76,792	92
U. S. War Department	464,785	90
Accounts receivable	675,569	31
Materials on hand	2,234,099	00
Fuel on hand	213,852	69
Niagara Bridge Stock	4,140	00
Unadjusted accounts	162,099	71
	$48,045,284	42
Capital stock—common	$16,400,100	00
" preferred	8,535,700	00
	$24,935,800	00
Funded debt ($17,823,400) viz:		
First motgage bonds due 1867	3,000,000	00
Second " " 1879	4,000,000	00
Third " " 1883	6,000,000	00
Fourth " " 1880	3,634,000	00
Fifth " " 1888	1,002,500	00
Buffalo Branch " 1891	186,400	00
Real Estate "	500	00
Accounts payable	2,941,431	86
Accrued interest on bonds not due	523,521	39
Dividends February 1, 1865	906,631	08
Balance of income account	914,500	09
	$48,045,284	42

President.—ROBERT H. BERDELL.

Vice President.—ALEXANDER S. DIVEN.

Directors.—John Arnot, Robt. H. Berdell, D. A. Cushman, J. C. Bancroft Davis, Alexander S. Diven, Daniel Drew, Wm. Evans, Thomas W. Gale, Dudley S. Gregory, Samuel Marsh, Ralph Mead, Ambrose S. Murray, Horatio N. Otis, Isaac N. Phelps, Henry L. Pierson, Wm. B. Skidmore, Cornelius Vanderbilt.

Secretary.—HORATIO N. OTIS.

Treasurer.—JOHN HILTON.

Auditor.—B. E. BREMNER.

Gen. Sup't.—HUGH RIDDLE.

☞ The bridge recently built across the Mississippi river at Clinton, Iowa for the use of the Chicago and Northwestern Railway, is 3,650 feet or more than three-fifths of a mile long. Of this distance 2,850 feet is between the Illinois shore and Little Rock Island and the Iowa shore. The bridge east of Little Rock Island consists of 1,400 feet of piling and seven spans of 200 feet each. West of Little Rock Island the bridge consists of three spans beside the draw. The draw is 300 feet long over all, and is built of iron. The abutments and one of the piers are founded on racks. The large crib is 409 feet and 64 feet wide, on the bottom. The draw turns on a pivot in the center, and when open leaves two clear passage ways for steamboats, 123 feet each. The draw weighs about 325 tons.

Property and Taxation of Ohio.

The following Table of the Property, and Taxes of the State of Ohio, for five years is from the Auditor's Report. It will be seen, that the *local* taxes are double those of the State; and that the taxes arising out of the War directly are $2,112,000, and that the whole amount of Taxes is $6,000,000 greater than in 1860. Probably two millions of this are also for War Bounty Funds, and other similar objects, classed, under the head of "Special Purposes."

	1860.	1861.	1862.	1863.	1864.
Number of acres of land	25,311,705	25,321,275	25,329,580	25,360,407	25,341,345
VALUATION.					
Value of Lands	$492,593,587	$494,064,639	$494,101,182	$495,399,666	$498,221,589
Value of Town and City Lots	147,300 724	149,818,913	151,568,898	154,100,356	157,276,511
Value of Chattel property	248,408,290	248,966,532	243,615,212	286,871,222	351,198,016
Total taxable valuation	$888,302,601	$892,850,084	$889,285,292	$936,371,244	$1,006,696,116
STATE TAXES.					
For Sinking Fund	$1,551,575 11	$1,247,699 94	$1,242,727 11	$1,308,614 36	$904,537 40
For War Fund	.....	311,924 98	310,685 31	327,152 92	100,503 89
For General Revenue Fund.	709,326 04	1,247,699 93	887,661 13	934,726 57	1,005,042 05
For State Com. S. Fund	1,242,811 78	1,249,054 43	1,555,220 99	1,216,410 78	1,307,829 98
For Dis. S. Library Fund	.....	.....	.....	.....	.....
For Vol. Relief Fund	.....	.....	533,178 80	935,703 28	2,012,050 12
Total State Taxes	$3,503,712 93	$4,056,379 28	$4,529,473 34	$4,722,607 91	$5,329,963 44
COUNTY TAXES.					
For County expenses	$1,309,137 46	$1,326,140 43	$1,159,949 34	$1,111,957 11	$1,062,038 11
For Bridge purposes	437,538 40	324,490 69	214,466 11	339,224 64	432,373 05
For Poor purposes	260,607 20	342,225 10	227,781 54	264,150 30	395,684 58
For Building purposes	228,444 13	261,087 30	157,468 90	83,065 79	192,868 08
For Road purposes	394,424 77	430,253 85	211,864 66	225,148 98	272,380 67
For R. R. purposes & debts	538,869 50	538,175 85	812,204 52	648,386 99	627,540 68
Total County Taxes	$3,169,021 46	$3,222,373 02	$2,783,735 07	$2,671,942 81	$2,982,885 17
TOWNSHIP, &c., TAXES.					
For Township expenses	$349,360 86	$323,286 58	$226,453 84	$290,234 47	$436,736 69
For Special S. purposes	1,487,247 44	1,373,862 68	1,021,011 52	1,226,046 85	1,630,745 54
For other special "	349,236 33	535,028 45	279,743 04	1,202,266 60	3,975,698 07
For city, town &c., purposes	1,506,083 86	1,560,197 88	1,322,092 52	1,455,736 16	1,976,310 98
Total Township &c., taxes	$3,691,928 49	$3,792,375 59	$2,849,300 92	$4,174,284 08	$8,019,491 28
Total county and other local taxes	$6,860,949 95	$7,014,748 61	$5,633,035 99	$6,846,226 89	$11,002,376 45
Delinquencies & forfeitures.	$453,013 46	$585,686 03	$372,776 30	$290,738 88	$263,299 46
Total taxes for all purposes, including delinquencies.	$10,817,676 34	11,656,813 92	10,135,285 63	11,859,573 68	16,595,639 35

Statistics of the United States Mint.

The following is a statement of gold and silver Deposits at the United States Mint, the Branch Mint, San Francisco, Assay Office New York, and Branch Mint at Denver, during the fiscal year ending June 30, 1864:

Description.	U. S. Mint, Philadelphia.	Branch Mint, San Francisco.	Assay Office, New York.	Branch Mint, Denver.	Total.
GOLD.					
Fine bars	$542,443 52	$.....	$.....	$.....	$542,443 52
Unparted bars	128,896 25	.....	.....	.....	128,896 95
U. S. bullion	1,911,184 04	18,481,350 20	1,170,061 06	486,329 97	22,048,925 27
U. S. coin	62,690 16	.....	1,972 00	.....	64,662 15
Jeweler's bars	209,674 07	.....	141,974 00	.....	351,648 07
Foreign coin	96,816 23	.....	185,296 00	.....	282,112 23
Foreign bullion	50,582 23	432,197 50	85,522 00	.....	568,301 73
Total gold	$3,002,287 19	$18,913,547 70	$1,584,825 06	$486,329 97	$23,986,989 92
SILVER.					
Bars	$119,379 51	$.....	$.....	$.....	$119,379 51
U. S. bullion	40,330 03	418,570 00	28,538 00	.....	487,438 83
U. S. coin	24,524 66	.....	22,194 00	.....	46,718 66
Jeweler's bars	26,648 40	.....	62,588 00	.....	89,236 40
Foreign coin	11,882 88	.....	154,736 98	.....	166,619 86
Foreign bullion	930 29	.....	23,495 00	.....	24,425 29
Total silver	$223,695 77	$418,570 80	$291,551 98	$.....	$933,818 55
Total gold and silver	$3,225,982 96	$19,332,118 50	$1,876,377 04	$486,329 97	$24,920,808 47
Re-deposited at different institutions, gold, $788,687 47; silver, $119,379 51					908,066 98
Total deposits					$24,012,741 49

GOLD, SILVER, AND COPPER COINAGE.

The Coinage at the United States Mint, the Branch Mint, San Francisco, Assay Office, New York, and Branch Mint at Denver, during the fiscal year ending June 30, 1864, was as follows:

GOLD.

Denominations.	U. S. Mint, Philadelphia.	Branch Mint, San Francisco.	Assay Office, New York.	Branch Mint, Denver.	Total.
Double eagles	$2,519,240 00	$18,946,400 00	$.....	$.....	$21,465,640 00
Eagles	35,800 00	50,000 00	.....	.....	85,800 00
Half eagles	1,500 00	50,000 00	.....	.....	51,500 00
Three dollars	16,470 00	.....	.....	.....	16,470 00
Quarter dollars	1,185 00	22,000 00	.....	.....	23,185 00
Dollars	6,750 00	.....	.....	.....	6,750 90
Fine bars	307,322 07	.....	1,539,751 27	.....	1,847,073 34
Unparted bars	.....	.....	.....	486,329 97	486,329 97
Total gold	$2,888,267 07	$19,068,400 00	$1,539,751 27	$486,329 97	$23,982,748 31

SILVER.

Dollars	$23,170 00	$.....	$.....	$.....	$23,170 00
Half dollars	159,985 00	324,000 00	.....	.....	483,985 00
Quarter dollars	17,492 50	5,000 00	.....	.....	22,492 50
Dimes	37 00	14,000 00	.....	.....	14,037 00
Half dimes	18 50	4,500 00	.....	.....	4,518 50
Three cent pieces	11 10	.....	.....	.....	11 10
Bars	7,655 23	120,909 02	173,308 64	.....	301,872 89
Total silver	$208,369 33	$468,409 02	$173,308 64	.....	$850,086 99

COPPER.

Two cent pieces	$36,450 00	$.....	$.....	$.....	$36,450 00
Cent pieces	427,350 00	.....	.....	.....	427,350 00
Total copper	$463,800 00	$.....	$.....	$.....	$463,800 00
Total coinage	$3,560,436 40	$19,536,809 02	$1,713,059 91	$486,329 97	$25,296,635 30

GOLD AND SILVER PRODUCTION.

The amount of gold and silver of domestic production deposited at the United States Mint and branches to June 30, 1864, was as follows:

Where from.	Years.	Gold.	Silver.	Total.
California	1848 to 1864	$556,718,823 11	$8,324 00	$556,727,047 11
Colorado	1859 "	9,783,071 23	.....	9,783,071 23
Idaho	1863 "	2,308,385 07	.....	2,308,385 07
Oregon	1848 "	6,142,433 84	.....	6,142,433 84
Washington	1862 "	38,799 55	.....	38,799 55
Dacotah	1863 "	7,958 88	.....	7,958 88
Arizona	1861 "	29,650 84	25,722 00	55,372 84
Nevada	1863 "	66,218 42	2,241,288 49	2,307,506 91
New Mexico	1848 "	63,023 53	.....	63,023 53
Sonora		.....	1,245 00	1,245 00
Lake Superior		.....	128,241 90	128,241 90
Utah		78,559 14	.....	78,559 14
Other sources		202,773 97	.....	202,773 97
Parted from silver		2,515,384 90	.....	2,515,384 90
Parted from gold		.....	4,324,820 59	4,324,820 59
		$577,955,082 48	$6,729,541 98	$584,684,624 46
North Carolina	1804 to 1861	9,121,397 03	41,488 00	9,162,885 03
Georgia	1828 "	6,909,375 27	.....	6,909,375 27
Virginia	" "	1,558,874 41	.....	1,558,874 41
South Carolina	" 1859	1,352,969 44	.....	1,352,969 44
Alabama	1838 "	198,330 83	.....	198,330 83
Tennessee	1828 "	81,406 75	.....	81,406 75
Vermont	1863	298 00	.....	298 00
Totals		$597,177,734 21	$6,771,029 98	$603,948,764 19

AGGREGATE COINAGE OF THE MINT AND BRANCHES—1793-1864.

The following is a summary Exhibit of the Coinage of the Mint and Branches to the close of the year ending June 30, 1864:

Mints.	Commencement of Coinage.	Gold.	Silver.	Copper.	Total.
Philadelphia	1793	$411,158,087 17	$98,299,074 82	$3,705,423 55	$513,162,885 54
San Francisco	1853	181,111,516 81	3,884,580 41	.....	184,996,097 22
New Orleans	1838	40,381,615 00	29,890,037 13	.....	70,271,652 13
Charlotte	1838	5,048,641 50	.....	.....	5,048,641 50
Dahlonega	1838	6,121,919 00	.....	.....	6,121,919 00
Assay Office	1854	133,113,361 93	1,731,255 33	.....	134,844,617 26
Denver	1863	486,329 97	.....	.....	386,329 97
Total		$777,421,471 38	$133,804,947 69	$3,705,723 55	$914,932,142 62

The coinage at New Orleans was from 1838 till January 31, 1861. At Charlotte, N. C., from 1838 till March 31, 1861. At Dahlonega, Ga., from 1838 till February 28, 1861.

Canadian R. R. and the Passport System.

The order which issued from the State Department at Washington, by which passports became necessary for travellers between the United States and the British North American provinces, was a necessary precaution taken by our Government to prevent raids from across the border, which for a time threatened to be a repetition all along the Lakes, of the outrages committed at St. Albans. The consequence was that it broke up the railway travel of those Canadian lines connected with the United States, and was especially destructive to the interests of the Grand Trunk connected with the Michigan Central, and those also of the Buffalo and Lake Huron. The Suspension bridge connection was almost completely severed, and at that point trains were discontinued and business with Canada west nearly destroyed. The provincials soon discovered that their interests were more closely connected with ours than they had supposed. Fortunately for them their Government was in the hands of intelligent men, and so Parliament and the Canadian Cabinet went about the prevention of any further violations of their neutrality. Stringent acts were passed which made it dangerous to projectors of any further attempts upon our people across the frontier, and directly with due appreciation of this conduct, the passport order as it relates to Canada was revoked. We learn that the discontinued railway trains have again been restored and travel and traffic are now entirely uninterrupted between Canada and the United States.

Petroleum.

Among the many companies evidently founded on correct principles and conducted with prudence is the "N. Y. Philadelphia and Baltimore Consolidated Petroleum and Mining Company." It is working two wells of 350 barrels per day, and putting down more with every prospect of immense yields. While we have but a poor opinion of many of the schemes that are before the public for the production of petroleum, we have no idea but that the good companies will return large profits to their shareholders, and this we have every reason to believe is one of the best.

Book Notices.

ART OF SAW FILING.—By H. W. Holley.—John Wiley, N. Y. publisher.

That most useful instrument the saw, known in a hundred varieties, is the indispensable assistant of the Mechanic, and yet its principle of action, and the proper form of its teeth for the different kinds of work to which their cutting is applicable are but little understood. Mr. Holley in a neat little hand book illustrated by wood cuts, has explained the whole subject, and it should be in the hands of every person who has occasion to use this instrument.

MANUAL OF DRAFTING INSTRUMENTS AND OPERATIONS, designed as a text book and for self instruction.—By S. Edward Warren, C. E., Professor of Descriptive Geometry, &c., in the Rensselaer Polytechnic.—John Wiley N. Y., Publisher, octavo 115 p.p.

This is a beautifully printed work, and a most valuable text book. When we say it is more comprehensive, more intelligible and more useful than any work of its size with which we have any knowledge, we pay it a high but not an undeserved compliment.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER				
Acton ..... Ca.	200,000	5	----	70c
Acton Vale ..... Ca.	50,000	5	----	5c
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	27
Algomah ..... "	20,000	----	2	2½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	8½
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	25
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	4½
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	20,000	5	----	20c
Bare Hill ..... "	----	----	----	3
Bay State ..... L. S.	20,000	----	3½	20
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	60c
Black River ..... "	200,000	2½	----	10c
Bohemian ..... L. S.	20,000	----	7½	10½
Bolton ..... Ca.	200,000	5	1	----
Boston ..... L. S.	20,000	----	5*	1½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Brome ..... Ca.	100,000	5	----	2
Cabot ..... L. S.	20,000	----	½	6
Caledonia ..... "	20,000	----	----	----
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	60c
Carp Lake ..... L. S.	20,000	----	----	1½
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	45
Champlain ..... Ca.	200,000	1½	----	15c
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp	30,000	5	----	1½
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	1
Colin ..... "	20,000	----	½	----
Columbian ..... "	20,000	----	4½	9
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	25
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	25c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	25c
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	1½
Devon ..... "	20,000	----	1	4½
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	2½
Dudley ..... L. S.	20,000	----	----	3
Dunham ..... Ca.	200,000	2	----	25c
Durham ..... "	200,000	5	----	25c
Eagle River ..... L. S.	20,000	----	5½	3
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ..... L. S.	20,000	----	----	12½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	----
Evergreen Bluff ... "	20,000	----	----	12
Flint Steel ..... "	20,000	----	----	13
Forest City ..... "	20,000	----	3	1
Forest Shepherd ... "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	47½
French Creek ..... Pa.	100,000	5	----	75c
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	87½
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	10c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	40
Grand Trunk ..... Ca.	100,000	5	----	69c
Great Western ... L. S.	20,000	----	2	1
Green Mountain ... Vt.	20,000	10	----	4½
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	1
Hancock ..... "	20,000	----	6½	8½
Hanover ..... "	20,000	----	----	3
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	5
Hilton ..... "	20,000	----	----	1½
Hope ..... "	20,000	----	----	1½
Hudson ..... "	20,000	----	----	2
Hulbert ..... "	20,000	----	----	7
Humboldt ..... "	20,000	----	2	6
Hungarian ..... "	20,000	----	1	1½
Huron ..... "	20,000	----	16	89
Indiana ..... "	20,000	----	----	6
Inverness	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	1½	13

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	4
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	6
Lafayette ..... Ca.	200,000	1	----	1½
Lake ..... "	200,000	1	----	14c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	50c
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	1½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	3½
Marquette ..... "	20,000	----	----	3½
Maryland ..... Md.	----	5	----	75c
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	5
Merrimac ..... "	20,000	----	----	3½
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	2½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill	----	----	----	1½
Minnesota ..... L. S.	20,000	----	3½	10½
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ..... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	5½	25½
Native ..... "	20,000	----	3	62½c
Naumkeag ..... "	20,000	----	1	3
Nelson ..... Ca.	200,000	1	----	10c
Nequaket ..... L. S.	20,000	----	1	2
Nevada (Silver) ... "	20,000	----	----	----
New England ..... "	20,000	----	2	75c
Newton ..... Ca.	200,000	1	----	8c
New York ..... L. S.	20,000	----	----	½
N. Y. & Passaic ... N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	5
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	5½
Ontonagon ..... "	20,000	----	----	2
Ottawa ..... Ca.	200,000	1	----	23c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	2½	10
Petherick ..... "	20,000	----	2½	5
Pewabic ..... "	20,000	----	3½	39
Phila. & Boston ... "	20,000	----	15	2
Phœnix ..... "	20,000	----	----	12½
Pittsburg & Boston "	20,000	----	5½	67
Pontiac ..... "	20,000	----	3½	2
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	½
Quincy ..... "	20,000	----	10	79
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	7½
Richford	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	11
Roscoe ..... Ca.	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	3½
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	8½	3
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	3
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	30c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	20c
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	20c
South Side ..... L. S.	20,000	----	3	2
Springfield ..... Md.	----	5	----	55c
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	4½
Stark ..... Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ..... L. S.	20,000	----	4	5½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	85
Toltec ..... L. S.	20,000	----	20	1½
Tremont ..... "	20,000	----	5*	2
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	15c
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota ... "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	10c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	1½
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	3
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	2
Tyson	20,000	10	----	8½
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	8½
Bucks County ..... Pa.	----	----	----	½
Canada ..... Ca.	50,000	5	----	2½
Clute	----	----	----	½
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	7 •
Mineral Point	100,000	5	----	½
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston .. N. Y.	100,000	5	----	2½
Oawegatchie ..... Ca.	100,000	5	----	1
Placentia Bay ..... N. F.	----	----	----	½
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	40c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	25c
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	80
Ashburton ..... "	50,000	50	----	15
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	86
Bear Valley ..... "	40,000	12½	----	20½
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	10
Big Mountain ..... Pa.	----	----	----	4½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	10
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	3
Central ..... "	----	----	----	44
Clinton ..... "	----	----	----	1
Coal Brook	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	26
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	55½
Fulton ..... "	60,000	5	----	6½
Gilbertson	5,000	100	----	67½
George's Creek ..... Pa.	10,000	----	----	110
Grand Tunnel	4,000	100	----	50
Green Mountain ... Pa.	----	----	----	3½
Hampton & Balt .. Md.	----	----	----	91
Hazleton ..... Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	6½
Locust Mountain ... "	----	----	----	48½
Loberry ..... "	4,000	100	----	40½
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields. "	----	----	----	9
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	½
North. & Luzerne . "	----	----	----	----
Penn. ..... "	100,000	50	----	172
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	8½
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	28
Princess Alex. .. N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	13½
Schuylkill Valley .. "	20,000	10	----	7½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	38½
Stafford	----	----	----	----
Suffolk	4,000	100	----	98
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	4½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	22,760	50	----	50

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	¾
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... Col.	100,000	5	----	45c
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	105
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	50c
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ..... Ca.	100,000	5	----	90c
Chebucto ..... N. S.	100,000	5	----	65c
Colonial (G.) ..... Ca.	100,000	2½	----	25c
Colorado (G.) ..... Col.	50,000	10	----	1
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	1
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.) .. Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	1½
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Holman (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	55c
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) ..... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	11½
Massachusetts (G.) .. Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) ..... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) ..... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	10c
Nova Scotia (S.) .. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palma (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.) .. L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) .. Ca.	100,000	2	----	14
Quartz Hill (G.) .. Col	40,000	25	----	6
Quicksilver ..... Cal.	40,000	25	----	65½
Renfrew (G.) ..... Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	13
Sacramento (S.) .. Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) ... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.) .. "	75,000	30	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year, ending.	Length, equipped: Completed: val'n in single tr'k.	Length, equipped: In progress or projected	Equipment. Cars. Horses.	Equipment. Cars. 2 horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	....	39
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	....	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	....	95
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	....	....
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	....	....
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	....	....
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	....	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,285	0,516	—	....	91
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66 223	—	—	—	....	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	....	....
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,539	10	....	49
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	....	53
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	....	....
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	....	....
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	....	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,000	32,900	—	—	5,685	1,711	5	....	....
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	....	....
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,086	8	....	....
30 Nov. '63	1.53	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	....	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	....	....
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	....	....
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	....	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	—	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	8	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	....	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,231,357	1,000,000	170,000	—	542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	....	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	....	....
30 Sep. '63	—	....	—	—	—	Buffalo Street	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	....	—	—	—	Central City (Syracuse)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k,N.&E.Riv. (N.Y.)	994,655	448,073	550,000	.....	19,794	7,008	—	....	....
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	....
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	.....	.....	.....	....	....
30 Sep. '63	....	....	—	—	—	Fourteenth Street (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	.....	.....	.....	.....	.....	.....	8	....	....
30 Sep. '63	4.63	—	—	—	—	Harlem Br.,Moris's &Ford'm	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	....	—	—	—	Niagara Street (Buffalo)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	....
30 Sep. '63	—	....	—	—	—	N.Riv.&Wall st.Ferry(N.Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	.....	81,500	66,000	6,000	7,636	3 977	—	—	....
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	2?0,354	61,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	115
30 Sep. '63	—	....	—	—	—	Tenth Av & 32d st. (N. Y.)	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	....	—	—	—	Troy and Lansingburg	.....	.....	.....	.....	.....	.....	.....	....	....
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	....	....
30 Sep. '63	1.50	—	—	—	3	V.Brunt st.& Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	....	....
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	.....	.....	.....	....	....
31 Dec. '62	5.05	2.35	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	....	....
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	.....	.....	.....	.....	.....	.....	.....	....	....
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	....
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	.....	.....	.....	....	....
						PENNSYLVANIA									
31 Oct. '64	7.89	—	142	24	1	Chestnut & Walnut (Phila.)	235,421	100,000	135,000	—	128,761	50,439	40	10	47
31 Oct. '64	8.13	—	135	17	7	Citizens' (Pittsburg)	185,913	100,000	57,900	19,957	100,581	20,036	8	....	....
31 Oct. '64	4.12	—	12	2	0	Delaware County	30,729	23,780	6,500	333	6,876	1,473	—	....	....
31 Oct. '64	4.38	—	119	20	0	Fairmount & Arch st. (Phil.)	194,618	200,000	—	27,895	77,533	5,901	7½	....	10½
31 Oct. '64	16.74	—	257	40	0	Frankford & Southw'k (Ph.)	758,261	490 530	200,000	18,500	251,897	81,029	8	50	40
30 Nov. '64	24.23	—	333	39	0	Germantown	377,824	112,245	250,000	—	176,540	41,534	—	—	55
31 Oct. '64	8.40	—	120	25	0	Girard College (Phila.)	81,612	160,000	—	—	102,861	24,708	12½	—	25
31 Oct. '64	8.73	—	236	33	8	Green & Coates st. (Phila.)	232,954	150,000	98,000	—	166 776	51,494	20	....	80
31 Oct. '64	11.00	—	—	16	2	Hestonv.,Mantua & Fairm'nt	100,000	60,000	40,000	—	59,473	8,929	—	....	15½
31 Oct. '64	—	....	108	16	2	Lombard & South st. (Phila.)	127,217	90,000	62,500	24,000	54,041	6,820	....	....	16
31 Oct. '64	11.17	....	—	—	—	North Philadelphia	.....	.....	.....	.....	.....	.....	.....	....	....
31 Oct. '64	12.00	—	60	12	0	Oakland (Pittsburg & E. L.)	29,500	29,500	—	—	37,905	1,491	—	—	—
31 Oct. '64	10.57	0.52	60	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	32,449	6,297	2	....	....
31 Oct. '64	7.04	—	115	18	6	Pittsb.,Alleghany & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096	—	....	....
31 Oct. '64	4.51	—	71	12	0	Pittsburg and Birmingham	65,355	48,000	22,600	5,368	58,006	15,984	4	....	....
31 Oct. '64	6.16	—	129	22	0	Race and Vine (Fairmount)	305,000	180,000	125,000	—	95,336	1,418	—	—	9
31 Oct. '64	5.20	....	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	.....	.....	.....	....	6
31 Oct. '64	7.78	—	58	10	0	Ridge Avenue & Manyunk	179,635	120,000	65,108	—	39,354	8,113	—	....	13
31 Oct. '64	19.46	—	423	65	5	Second & Third st. (Phila.)	478,202	203,757	172,000	—	355,774	98,863	27½	20	63
31 Oct. '64	5.62	—	75	16	0	17th & 19th st. (Phila.)	114,368	120,000	—	—	41,269	9,418	5	....	16
31 Oct. '64	8.38	—	115	17	4	Spruce & Pine (Phil.&Gra F.)	175,610	159,312	15,500	—	79,670	21,297	6	....	25½
31 Oct. '64	7.65	1.51	201	35	3	10th & 11th st. (Citizens)	176,049	192,750	—	—	162,367	51,179	20	20	44
31 Oct. '64	6.25	—	125	17	0	13th & 15th st. (Phila.)	102,000	100,000	—	2,000	116,912	24,831	25	....	19
31 Oct. '64	9.31	—	316	53	0	West Philadelphia	337,879	249,100	100,000	10,000	220,672	16,233	7½	—	70
						MARYLAND.									
31 Dec. '62	21.00	....	340	50	—	Baltimore City	700,000	670,000	.....	31,549	239,059	21,058	—	....	17
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	.....	.....	.....	.....	.....	....	....
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st.Mar't (Cin.)	70,000	50,000	.....	.....	.....	.....	.....	....	....
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	.....	.....	.....	.....	.....	....	....
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	.....	.....	.....	.....	.....	....	....
30 Nov '62	10.20	—	—	—	—	St Louis	298,804	298,804	.....	.....	.....	.....	.....	....	....

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J.	Var.	....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	....
Real Estate	22,900	7	.....	.....	....
Brooklyn City.					
1st Mortgage	170,000	7	J. & J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	99½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	....
Citizens' [Pittsburg]:					
1st Mortgage	57,900	7	J. & J.	1870	....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	....
Green and Coates St.:					
1st Mortgage	98,000	7	J. & J.	1870	95
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	....
Real Estate Mortgage	.....	6	.....	.....	....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	....
Real Estate	6,210	—	.....	.....	....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	....
" O. & Newark	100,000	7	J. & J.	1880	....
2d Mortgage "	100,000	7	J. & J.	1883	....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	....
Pittsburg, Allegheny and Manchester:					
1st Mortgage	35,000	7	J. & J.	1871	....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	100
2d Mortgage	50,800	7	J. & J.	1869	101
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	....
Suffolk:					
1st Mortgage	14,800	6	M. & S.	1872	....
Third Avenue.					
1st Mortgage	340,000	7	J. & J.	1870	....
Real Estate bonds	60,000	—	.....	.....	....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	....
West Philadelphia:					
1st Mortgage	100,000	7	J & J	1869	....

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 ..... registered	$9,415,250	6	Jan. & July.	1867	120
Loan of March 31, 1848 ..... registered	8,908,342	6	" "	1868	113
" " " ..... coupon		6	" "	1868	115
Texas Indemnity, of Sep. 9, 1850 ..... coupon	2,052,000	5	" "	1865	225
Loan of June 14, 1858 ..... registered	20,000,000	5	" "	1874	101
" " " ..... coupon		5	" "	1874	100
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	100
" " " ..... coupon		5	" "	1871	100
Oregon War Debt of March, 1861 ..... coupon	1,016,000	6	" "	1881	110
" " " " ..... coupon		6	Yearly.	1881	110½
Loan of Feb. 8, 1861 ..... registered	18,415,000	6	Jan. & July.	1881	105⅝
" " " ..... coupon		6	" "	1881	107
Loan of July 17, & Aug. 5, 1861 ..... registered	249,977,800	6	" "	1881	105⅝
" " " ..... coupon		6	" "	1881	107
Loan of Feb. 25, 1862 (5-20s) ..... registered	510,756,900	6	May & Nov.	1882	105
" " " (5-20s) ..... coupon		6	" "	1882	107
Loan of March 3, 1863, (10-40s) ..... registered	81,680,000	5	Mar. & Sept.	1904	97
" " " " ..... coupon		5	" "	1904	93
Loan of March 3, 1864 (5-20s) ..... registered	40,000,000	6	May & Nov.	1884	----
" " " " ..... coupon		6	" "	1884	106⅝
Treasury Notes of July 17, 1861 ..... coupon	14,145,900	7.3	April & Oct.	1864	114
" of Mar. 3, 1864 ..... coupon	76,668,550	7.3	Feb. & Aug	1867	114½
Debt Certificates	236,378,000	6	At maturity.	----	97
One Year Treasury Notes (legal tender)	43,585,000	5	" "	----	----
Two Year's " " " "	15,743,000	5	" "	----	----
Two Year's Treasury Notes (coupon)	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	$8,813,370	6	" "	1867	----
STATE LOANS.					
Alabama—State bonds ..... ocupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. E. B'k) ....coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State). "	610,000	6		1868	----
" — " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857 ..... coupon	3,727,500	7	Jan. & July	1878	112
" — " " 1860 ..... "	198,500	7	" "	1880	----
" —War bonds ..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds ..... coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	99⅝
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds ..... coupon	143,000	7	----	----	----
Georgia—State bonds ..... coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) ..	2,078,750	6	" "	'63-'80	58
" — " " (R. R.) ..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock ..... inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " bonds ..... "	1,222,085	6	" "	1877	100
" —Interest stock ..... "	737,222	6	" "	1860	100
" —Refunded stock .... coupon	2,187,000	6	" "	'63-'80	106
" —War bonds ..... "	2,000,000	6	" "	1879	99
" —Canal bonds (sterling) ..... "	1,778,423	6	" "	1870	100
" — " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock ..... registered	5,325,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp bonds (not adjusted)	891,000	--	----	d'm'd.	----
" —State War Loan bonds ..... coupon	1,371,780	6	May & Nov.	1881	90
" —Canal Preferred stock ..... "	4,079,500	5	Jan. & July.	----	85
" " " special stock "	1,216,737	5	" "	----	----
" " Deferred stock ..... "	1,243,000	5	" "	----	----
" " special stock "	479,545	5	" "	----	----
Iowa—State stocks ..... coupon	200,000	7	Jan. & July	1868	----
" — " " (war loan) ..... "	800,000	7	" "	'81-'82	----
" — " bonds to School Fund .... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund) ..coupon	146,000	7	Jan. & July.	1876	----
" — " " (domestic) ..... "	54,000	7	May & Nov.	1878	----
	65,000	6	July.	1883	----
Kentucky—State bonds ..... coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'93-'96	----
" — " " (bank) ..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	93
" — " " (war loan) ..... "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.) ....coupon	516,130	6	----	d'm'd.	60
" — " (R. R. etc.) .... "	3,902,000	6	----	'67-'99	----
" — " " (banks) ..... "	5,398,533	6	----	----	----
" — " " (war loan) .... "	670,000	6	----	----	----
Maine—State bonds ..... coupon	----	6	Mar. & Sept.	'63-'77	100
" — " " (war loan) ..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g) ..... coupon	816,000	5		1865	----
" — " (st'k'g conv.) .. "	200,376	5		1865	----
" — " " (st'k'g) ..... "	5,585,555	5		'89-'90	104½
" — " " (st'k'g conv.) .. "	2,490,569	5		'89-'90	108
" — " " (dollar) ..... inscribed	500,000	3		1890	----
" — " " (") ..... "	100,000	4½	Chiefly quarterly.	1888	----
" — " " (") ..... "	767,560	5		'42-'58	----
" — " " (") ..... "	399,408	5		1880	----
" — " " (") ..... "	148,711	5		'89-'90	103
" — " " (") ..... "	133,689	6		pleas.	----
" — " " (") ..... "	3,000,000	6		1870	107
" — " " (") ..... "	35,000	6		1885	----
" — " " (") ..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.) .stg.	2,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.) ... "	508,380	6	" "	'88-'90	----
" — " " (" ") .dollar	416,500	5	" "	'90-'91	121
" — " " (" ") .. "	300,000	5	" "	1893	123½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat'ss.) "	150,000	6	" "	1870	----
" — " " (Buildings &c.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'85-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — scrip	200,000	6	" "	'64-'66	----
" — "	247,000	6	June & Dec.	'68-'72	----
—	52,000	5	" "	'68-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan ..... coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan ..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan ... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1890	----
Michigan—Renewal Loan ..... coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan ..... (sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan ..... (" ") "	537,000	7	" "	1886	100
" —Redemption l'n (" ") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds ..... coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war) .. "	100,000	7	" "	1871	----
" — " " (Railroads) ... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks) ..... coupon	2,000,000	6	----	'41-'71	----
Missouri—Bank Stock Loan of 1857	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	60
" — " " " "	100,000	6	April & Oct	1863	----
" —Capitol Loan of 1857	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R. ...coupon	7,000,000	6	" "	'72-'88	71
" — " " S. W. Branch ... "	4,500,000	6	" "	'87-'89	----
" — " " H. & St. Joseph "	3,000,000	6	" "	'73-'87	84
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	----	----	----	----
New Hampshire—State bonds ..... coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	----	----	----
New Jersey—State stock ..... registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan) .coupon	531,820	6	" "	'65-'71	----
" — " " (" ") "	200,000	6	" "	1871	----
New York—General Fd: Astor Debt	581,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans ..	348,107	5	" "	pleas.	----
" " — " " " " ..	900,000	5	" "	1875	----
" " — " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " ..	700,000	7	" "	1870	112
" " — " " Comptroller's b'nds	28,698	5	----	d'm'd	----
" " — " " " " ..	11,050	5½	----	d'm'd.	----
" " — " " " " ..	14,230	6	----	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " " Railroad Loans	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans	6,922,274	5	" "	'63-'74	105
" " — " " "	15,889,025	6	" "	64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds ..... coupon	9,129,505	6	Various.	Var.	56
Ohio—State bonds (foreign debt) ....coupon	1,358,279	6	Jan. & July.	1860	110½
" — " " (" ")	1,915,000	5	" "	1865	95
" — " " (" ")	379,866	6	" "	1868	----
" — " " (" ")	2,183,532	6	" "	1870	102
" — " " (" ")	1,600,000	6	" "	1875	101
" — " " (" ")	4,095,309	6	" "	1881	102
" — " " (" ") .... "	2,400,000	6	" "	1886	105
" — " " (domestic debt)	125,680	6	" "	1863	108
" — " " (war loan) ..... coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducib'e debt (school funds, etc.) ...	2,920,403	6	Yearly.	----	----
Oregon—State scrip	55,372	----	----	due.	----
Pennsylvania—State Stock Loans	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	97
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	----
" —State bonds ..... coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " " "	1,766,214	5	" "	1870	90
" —State bonds ..... coupon	4,860,000	5	Feb. & Aug.	1877	95
" — " "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds ..... coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans	360,937	5	----	----	----
" —Relief Notes in circulation ...	97,360	---	----	----	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	98
Rhode Island—State bonds (war loan) .coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg) ....coupon	484,444	5	----	1868	----
" " —Inscribed certificates	1,708,017	6	----	'68-'90	----
" " —State b'ds (railroads) .coupon	1,310,000	6	----	1877	----
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----	1882	50
" — " " (interna. impr.) "	2,063,806	5	----	Var.	48
" — " " (railroads) ... "	12,799,000	6	----	Var.	56
" — " " (capitol) ..... "	608,000	5	----	1890	56
" — " " (Hermitage) .. "	48,000	6	----	1890	56
Texas—Had no debt in 1861	----	---	----	----	----
Vermont—Inscribed certificates	175,000	6	----	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil)	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling) ..... "	1,865,000	5	" "	1892	----
West Virginia—No information	----	----	----	----	----
Wisconsin—State bonds (civil) ..... coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (" ") ... "	1,100,000	6	" "	78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	78,751	64,937	868,641
1861	81,531	75,621	78,361	65,358	76,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	279,464	244,378	2,661,345
1865	261,908	------	------	------	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	303,187	2,885,426
1865	293,535	236,949	------	------	------	------	------	------	------	------	------	------	------
Chicago and Northwestern:													
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	116,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	96,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,536	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1859	304,709	319,593	372,296	380,343	249,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	395,409	319,955	477,642	600,124	587,242	561,448	412,723	5,336,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,204,908	1,267,414	13,172,833
1865	908,341	886,039	------	------	------	------	------	------	------	------	------	------	------
Galena and Chicago													
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122,300	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	208,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,926	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,849
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289.224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
1865	546,410	522,555	------	------	------	------	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56.687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94 375	96,062	90,576	97,047	92,772	1,017,768
1865	98,112	86,626	------	------	------	------	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,329	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,920	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,168	109,661	154,369	122,272	61,835	1,163,734
1863	67,181	76,132	44,925	88,177	106,967	111,261	71,587	69,352	165,417	205,054	138,342	112,913	1,247,258
1864	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,099	121,113	1,723,381
1865	98,183	74,283	------	------	------	------	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,396
1861	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,815	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	323,058	327,206	264,818	311,717	279,129	355,264	393,330	404,563	444,523	398,091	4,077,744
1865	356,784	299,890	------	------	------	------	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,214
1862	230,159	159.658	151,902	175.696	186,039	174,002	172.189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	376,470	3,969,010
1865	306,324	279,137	------	------	------	------	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,942	544,494	692,382	868,985	811,458	780,736	523,047	7,154,622
1861	489,065	420,793	627,051	699,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,985	7,906,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,223	1,002,758	9,993,344
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,273,117	1,450,076	1,203,764	1,139,142	------	------
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	238,619	245,977	2,785,395
1860	163,551	171,841	257,410	248,110	265,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	289,937	265,358	234,456	276,209	291,763	278,219	2,905,889
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	430,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,331	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,345	350,758	407,077	463,509	505,814	466,300	487,642	5,132,984
1864	290,676	457,227	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
1865	634,260	696,738	------	------	------	------	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	122,949	118,077	130,378	153,470	144,736	143,748	162,921	1,554,918
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,255	234,134	203,441	202,966	204,776	2,080,717
1865	170,078	158,903	------	------	------	------	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,423	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,537	162,853	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,573	115,214	168,219	170,380	172,370	147,544	139,526	1,403,147
1863	86,321	91,971	103,056	132.111	134,272	152,585	105,554	116,379	120,595	151,069	134,563	111,939	1,489,705
1864	79,735	95,842	132,896	123,987	127,009	158,533	139,626	244,114	248,940	221,869	226,290	222,851	2,001,816
1865	144,090	139,171	------	------	------	------	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	----
Convert. (guar. by Dir.)	150,000	7			1863	----
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	----
2d Mortgage	225,705	8			1864	----
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	----
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	----
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						----
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70
2d Mortgage	956,000	7	" "	" "	1882	----
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						----
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	87
2d Mortgage	----------	7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	983,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	----
Baltimore and Ohio:						
Maryland Sterling B'ds of 1838	3,000,000	5	Ja Ap. Ju. Oc.	London.	1838	----
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	98½
" " " 1850	700,000	6	Jan. & July.	"	1880	97
" " " 1855	1,128,500	6	Jan. & July.	"	1875	97
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	100
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	----
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	95
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	539,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	----
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	101½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	98
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72	200,000	7	Jan. & July.	" "	var.	----
Unsecured	200,000	7	" "	" "	1864	----
Special Erie and North-East	149,000	7	" "	" "	'61-'70	----
Burlington and Missouri:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	------	----
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6	----------	----------	'78-'79	----
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	----
Converted Sterling Loan	798,200	5	"	"	1863	----
American Loan	762,000	6	"	New York.	1864	----
Loan for $500,000	500,000	6	"	"	1867	100
" " $800,000	790,600	6	"	"	1870	100
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	90
" " $2,500,000	867,000	6	"	"	1889	99½
Consolid. Mort. Loan $5,000,000	----------	---	"	"	------	96
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	----
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	----
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	----
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	105
2d Mortgage	600,000	7	May & Nov.	" "	1875	110
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6	----------	----------	------	----
2d Mortgage	1,000,000	7	----------	----------	------	----
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	92
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	112
" " " inconvertible	3163,000	8	" "	" "	1883	----
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	----
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	----
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	----
Central Military Tract, 2d Mort.	63,000	8	May & Nov.	" "	1868	----
" " " Plain	65,000	8	March & Sept.	" "	1876	----
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	105
1st Mortgage pref. S. F.	585,000	7	April & Oct.	"	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	94
Chicago and Milwaukee:						
1st General Mort.	----------	7	Jan. & July.	New York.	1893	----
1st " " (C. & M.) conv.	----------	7	May & Nov.	" "	1874	----
1st " " (M. & C.)	----------	8	Jan. & July.	" "	18--	----
2d " ")	----------	8	" "	" "	18--	----
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1891	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	103
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	99
General 1st Mortgage	3,600,000	7	" "	" "	1885	79
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1863	90
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	200,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "	------	----
Cincinn., Hamilton and Dayton:						
1st Mortgage	334,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,200,000	7	May & Nov.	New York.	1893	----
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.	----------	1864	110
3d Mortgage	658,200	8	" "	" "	1876	----
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7	----------	----------	1880	----
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	----
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	100
3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	" "	1875	92
4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	" "	1892	77½
River Line bonds	20,000	7	----------	----------	1887	----
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	----
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.	----------	1864	----
C. and T. Income (convertible)	167,000	7	" "	" "	1864	----
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	----
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	100
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	208,000	---	June & Dec.	New York.	var.	----
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	500,000	8	June & Dec.	Boston	1876	96
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	----
2d Mortgage	109,500	8	" "	" "	1904	----
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "	------	40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	"	1876	----
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	100
2d Mortgage	2,516,500	---	March & Sept.	" "	1881	106
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	----
3d Mortgage (convertible)	750,000	10	" "	" "	1863	----
4th Mortgage (G. W. R. R.)	500,000	8	----------	----------	------	----
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	----
Dubuque Western:						
1st Mortgage	344,000	†	----------	----------	------	----
Eastern (Mass.):						'63-'64
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	1872	103
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1874	100
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	'65-'71	99½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	------	----
East Tennessee and Georgia:						
State, 1st Mortgage	970,000	---	----------	----------	------	----
Endorsed by State of Tennessee	150,000	---	----------	----------	------	----
Mortgage (ordinary)	790,688	---	----------	----------	------	----
East Tennessee and Virginia:						
State, 1st Lien	1,602,000	---	----------	----------	------	----
Endorsed by State of Tennessee	200,000	---	----------	----------	------	----
1st Mortgage (after State)	100,000	---	----------	----------	------	----
Redeemable in Stock	66,955	---	----------	----------		----
Eaton and Hamilton:						
1st Mortgage	757,734	†	----------	----------	var.	----
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	----
Florida:—						
Internal Improvement (State)	1,655.000	7	----------	----------	1891	----
Free Land, 2d Mortgage	1,500,000	8	----------	----------	1891	----
Florida and Alabama:						
Internal Improvement (State)	----------	7	----------	----------	1891	----
Free Land, 2d Mortgage	----------	8	----------	----------	1891	----
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	800,000	7	----------	----------	1891	----
Free Land, 2d Mortgage	800,000	8	----------	----------	1891	----

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	100
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1863	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	83
Land Security	3,344,600	7	April & Oct.	" "	1881	93
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----------	----------	----	----
Mortgage	125,000	7	----------	----------	1866	----
Hudson River:						
1st Mortgage	4,000,000	*7	Feb. & Aug.	New York.	'69-'70	100¾
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	107
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	104
Convertible	1,002,000	7	" "	" "	1867	95
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	110
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----------	------	118
Income	20,500	---	----------	----------	------	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----------	----------	1868	63
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	------	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----------	----------	------	----
1st Mortgage	280,000	7	----------	----------	------	----
2d Mortgage (convertible)	1,000,000	7	----------	----------	------	----
3d Mortgage	600,000	7	----------	----------	------	----
Guaranteed by Covington	200,000	6	----------	----------	------	----
Cincinnati (exchanged)	100,000	6	----------	----------	------	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----------	----------	------	----
City of Keokuk, (special tax)	150,000	10†	----------	----------	------	----
Keokuk, Mt. Pleas't and Musca.:						
Lee County	150,000	8	----------	----------	------	----
City of Keokuk	200,000	8	----------	----------	------	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	------	----
2d Mortgage (Eastern Div)	1,000,000	†	----------	----------	------	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	------	----
2d Land Grant (Western Div.)	353,600	†	" "	" "	------	----
3d Mortgage (whole road)	1,700,000	†	----------	----------	------	----
Unsecured Bonds	1,785,000	†	----------	----------	------	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----------	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	------	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	500,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----------	----------	var.	----
Memphis Branch 1st Mortgage	300,000	7	----------	----------	var.	----
McMinnville and Manchester:						
State (Tenn.)	372,000	6	----------	----------	------	----
Mortgage	24,000	7	----------	----------	------	----
Mortgage	10,000	6	----------	----------	------	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	89
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.) Loan	1,100,000	6	----------	----------	1880	----
1st Mortgage	1,600,000	7	----------	----------	------	----
Memphis, Clarksv. and Louisv.:						
State (Tenn.) Loan	910,000	6	----------	----------	------	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Memphis and Ohio:						
State (Tenn.) Loan	$1,340,000	6	----------	----------	------	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	93
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----------	1882	113
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	113
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1863	100
Detroit and Toledo	734,000	7	" "	" "	1876	96
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	103
2d General Mortgage	2,194,500	7	" "	" "	1877	92
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----------	----------	------	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----------	----------	------	----
2d Mortgage	600,000	8	----------	----------	------	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----------	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----------	----------	------	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----------	----------	------	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----------	New York.	------	----
2d Mortgage (S. F.)	400,000	8	----------	" "	------	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----------	" "	------	50
2d Land Grant	650,000	---	----------	" "	------	----
Income bonds	511,000	---	----------	----------	------	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----------	----------	1885	----
Mississippi State Loan	202,799	6	----------	----------	------	----
1st Mortgage	171,000	7	----------	----------	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----------	----------	------	----
Tennessee State Loan	674,860	6	----------	----------	------	----
Alabama State Loan	389,410	6	----------	----------	------	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----------	----------	1883	----
Mississippi State Loan	200,970	6	----------	----------	------	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----------	----------	------	----
Mortgage (due 1860, '63 and '65)	350,000	6	----------	----------	var.	----
Mortgage	450,000	8	----------	----------	1866	----
Muscogee:						
1st Mortgage	249,000	7	----------	----------	------	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----------	----------	------	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----------	----------	------	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----------	----------	------	----
1st Mortgage	500,000	10	----------	----------	------	----
1st Mortgage	2,235,000	6	----------	----------	------	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----------			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----------	----------	'63'4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----------	----------	------	----
New Orleans City Subscription	1,500,000	5	----------	----------	------	----
1st Mortgage (S. F.)	566,000	8	----------	----------	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	99
D'bts of former Co's outst'ding.	224,920	---	----------	----------	------	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	108
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	100
" " (")B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	100
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	100
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	111
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	103½
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	93
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	100
Buffalo Branch	200,000	7	Jan. & July.		1891	102
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated	1,000,000	7	Feb. & Aug.	"	------	100
3d Mortgage	980,300	7	Jan. & July.		1867	97
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1903	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	102½
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	91
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	95
2d Mortgage	3,077,000	7†	" "	" "	1861	23½
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	98
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90
Chattel Mortgage	360,000	10	" "	"	1887	112
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	100½
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo,):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	71
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	55
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	101
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible.	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German't'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,960,600	6	April & Oct.	"	1870	98
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	98½
" 1844, "	810,000	6	" "	"	1880	98½
" 1848, "	101,000	6	" "	"	1880	98½
" 1849, "	67,000	6	" "	"	1880	98½
" 1857, (convertible)	2,480,500	6	" "	"	1886	114
" 1866, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	132½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	100
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	98
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	89
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,758	8	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	60
2d Mortgage	937,500	7	" "	"	1863	23¾
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,900	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug.	----	1890	----
2d Mortgage	185,000	7	----	----	1866	----
3d Mortgage	318,500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	80
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	76,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	90
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	70
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	75
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	80
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,820	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	69
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Mortgage (coupons)	198,000	5	" "	} Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	} New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
1st Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	101½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7,	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passengers.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	....	50.6	....	....	....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	....
28 Feb '59	30 3	—	....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,635	518,965	30.3	.....	55,791	31,852	—	....
31 May '60	109.6	—	....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	....
30 Jun. '59	57.0	—	....	171.3	...	...	...	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	....
1 May, '61	469.3	13.6	....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	....
29 Feb. '60	88.5	28.4	....	—	23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	.....	505,156	260,269	6	....
								ARKANSAS.													
8 Nov. '58	38.5	—	....	107.5	...	...	...	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—
								CALIFORNIA.													
30 Dec. '60	22.5	—	....	—	...	...	...	Sacramento Valley	1,498,850	*	—	793,850	700,000	—	1,498,850	22.5	.....	230,251	104,594	....	....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	38,666	5	....
21 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	....
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137.036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	217
31 Dec. '64	74.0	—	8.9	—	10	12	272	Housatonic	2,439,775	*	28,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329	428,518	150,702	—	....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	....
29 Feb '64	62.0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,558	750,000	156.429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.9	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,563,942	—	—	156.663	78,631	3½	....
31 Dec. '64	66.0	—	5.9	—	8	12	84	New London Northern	724.336	*	—	658,805	51,000	—	810 982	66.0	211,836	270,672	54,299	8	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572 800	2,000,000	—	6,612,367	117.4	570,410	1 424,772	720,462	12	120
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	93
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	....
31 Oct. '62	16.2	—	....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	....
								FLORIDA.													
.. .. '62	154.2	—	....	150	...	...	...	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,495	196,000	75,594	619,112	32.0	.....	7,857	3,535	—	....
.. .. '62	59.9	—	5.0	—	...	...	...	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	....
.. .. '62	100.0	3.9	10.0	153.5	...	...	...	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	....
								GEORGIA.													
30 Jun. '60	86.7	—	—	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,056	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	...	...	...	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	30.0	.....	.....	.....	—	....
31 Dec. '60	53.0	—	....	—	...	...	...	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	....
30 Apr. '60	43.5	—	....	23.7	...	...	...	Brunswick and Florida	755,000	*	—	151,887	.....	.....	.....	81.0	.....	.....	.....	—	....
30 Nov. '60	191.0	—	....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	....
31 Mar. '60	171.0	61.0	....	—	...	...	...	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	....
1 May, '58	68.1	—	....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,853	18	....
30 Sep. '59	138.0	—	....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	—	138.0	.....	882,343	454,541	—	....
								ILLINOIS.													
31 Dec. '63	220.0	—	....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	82
30 Apr. '64	240.0	096.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3,090,211	1,350,499	8	110
1 Apr. '63	242.0	—	....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,083,064	448,503	—	22
31 Mar. '64	181.8	—	....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	98½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,451	1,279,40	6	....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,648,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	85½
31 Dec. '63	454.8	252.5	—	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	96
.. .. ..	148.0	—	....	—	...	...	...	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	—	.....	148.0	.....	.....	.....	—	....
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	25
								INDIANA.													
.. .. ..	108.0	—	....	—	...	...	...	Cincinnati and Chicago	2,080,433	*	.....	1,106,679	1,006,125	.....	.....	108.0	.....	.....	.....	—	....
31 Aug. '57	109.0	—	....	—	...	...	...	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	....
31 Dec. '62	72.4	—	....	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0	.....	448,858	230,834	9	100
1 Dec. '63	84.0	—	....	—	...	...	....	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,022	350,525	—	....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	288,156	—	....
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,763	132 0	.....	315,172	117,941	6	100
.. .. '58	288.0	—	....	—	...	...	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	371.40	—	86½
30 Nov. '64	73.0	—	....	—	21	28	440	Terre Haute and Richmond	1,988,150	*	169,379	1,900,150	88,000	—	3,063,108	73 0	370,555	1,007,979	521,254	18	154½
								IOWA.													
1 Jun. '58	75.5	—	....	201.5	...	...	.....	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	....
31 Dec. '59	86.0	—	....	—	...	...	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	....
31 Dec. '63	100.0	—	....	239.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	....
1 Jun. '58	38.5	—	....	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,376	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	....
.. .. '62	135.0	95.0	....	312.0	...	...	.....	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	.....	230.0	.....	.....	.....	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	....	—	...	...	.....	Covington and Lexington	3,743,971	276.024	—	1,582,169	2,930,000	337,532	4,375,993	131.8	.....	426,408	227,534	—	....
30 Jun. '63	29.0	—	....	}	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,633	99,320	53,355	4	80
30 Jun. '63	65.1	—	....	}				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	13.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,386,430	300 0	841,558	3,261,690	1,803,953	6	....
								LOUISIANA.													
31 Dec. '60	80.0	—	....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	389,297	5,855,320	90.0	130,204	481,922	223,849	—	....
31 Mar. '61	206.0	—	....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,024	555 434	—	....
31 Aug '60	53.7	—	....	135.3	...	...	....	*Vicksburgh, Shreveport & Texas*	1,662,691	*	—	1,283,015	248,969	108.434	1,710,819	58.7	.....	.....	.....	—	....
								MICHIGAN.													
30 Sep. '62	57.0	—	....	—	...	...	...	Chic. Detroit & Can. G. T. June.	built and	equipp	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	—
30 Jun. '62	188.0	—	....	—	...	...	...	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	—	9,008,369	188.0	.....	340,898	.....	—	....
31 May '64	284.8	28.4	—	97	97	1,239		Michigan Central	13,805,576	*	168,225	6,315,906	7,749,989	—	15,066,822	329.3	1,558,277	3,417,185	1,597,060	12	97
31 Mar. '64	246.0	281.0	.....	96	110	1,135		Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18 407,655	527.0	2,171,477	3,384,294	1,630,777	—	55
								MINNESOTA.													
31 Dec. '62	14.5	—	—	603.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	—	.....	—	—	—	—	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	—	.....	—	—	—	—	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	25	22	336	*Mississippi Central*	4,966,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,002	—	....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1.254,894	159,018	—	798,285	456,949	275,060	1,974,444	59.7	.....	176,462	110,433	—	....
31 Dec. '58	83.2	—	.....	60.4	...	...	....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	—	.....	83.2	.....	250,047	[121,659	—	....
								MISSOURI.													
31 Aug '63	66.8	—	13.2	—	31	24	525	*Hannibal and St. Joseph*	12,983,740	*	—	7,158,836	7,177,600	—	.....	206.8	579,324	1,047,567	420,026	—	26
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,398,779	504,983	—	2,459,207	4,350,000	—	.....	168.8	.....	444,460	182,895	—	....
31 Dec. '62	152 0	—	3.6	—	...	...	....	*Platte County*	1,200,000	*	—	500,000	700,000	—	.....	52.0	.....	.....	.....	—	....
30 Feb. '63	196.0	—	14.4	87.3	44	30	420	*Pacific*	11,162,670	662,617	—	3,486,916	7,000,000	187,019	20,456,420	196.7	507,040	679,986	227,396	—	....
28 Feb. '63	77.0	—	3.9	206.0	...	...	....	*South-Western Branch*	4,[illegible]86	116,883	—	71,513	4,500,000	.....	.....	114.0	98,371	241,482	128,886	—	....
30 Sep. '62	86.5	3.6	8.2	—	16	13	419	*St. Louis and Iron Mountain*	[illegible]83	344,168	—	1,971,127	3,501,000	57,361	5,996,277	90.1	232,631	263,235	65,259	—	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Year ending.	Railroad. Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,333	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,437	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,082	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	103½
31 May, '59	37.0	—	.....	—	...	...	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	.....	.....	37.0	.....	55,408	28,404	—	—
								MARYLAND.													
30 Sep. '62	279.6	7.2	.....	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,621,755	3,930,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,983,769	4,481,859	2,054,653	6	101
30 Sep. '62	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	2,232,262	39.0	.....	778,417	628,589	9	127
31 Dec. '63	133.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	50
								MASSACHUSETTS.													
30 Nov. '63	28.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,330,000	440,000	5,629	2,275,629	70.9	372,058	503,718	167,051	6	104
30 Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	114
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	129
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	125
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	60½
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	99½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	92½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,728	782,262	328,043	8	104
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	126½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,516	14,000	500,000	285,000	—	785,500	35.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.3	26.5	—	25	64	505	Old Colony and Fall River	3,179,651	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	105
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	284,512	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110½
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	38,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	18	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	37½
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	14,746,504	218.0	1,275,922	2,429,838	1,232,831	10	128
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83½)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	93½
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,236	—	2,085,925	685,400	—	2,969,852	53.6	333,025	382,133	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	55
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	108
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	87,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	78
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	12,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	125
31 Dec. '62	60.2	—	.....	—	...	...	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,386	65,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,961,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	312,041	1,941,276	1,127,744	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,357	106,645	7	116
31 Dec. '63	33.8	—	.....	—	...	...	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	490,017	5,739,574	33.8	—	1,286,600	694,914	10	150
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	.....
31 Dec. '62	.....	.....	.....	.....	...	...	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,698	2,597,161	—	[2 mos.	10,558	24,242	—	65
31 Dec. '62	24.0	—	.....	—	...	...	.....	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	103
31 Dec. '62	83.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,926	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108½
30 Sep. '63	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	513,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	200
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858,687	10,469,481	3,511,414	7½	60
30 Sep. '63	144.0	—	128 3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	98
30 Sep. '63	94.0	2.5	12.1	—	13	28	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	45
30 Sep. '64	297.5	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,744	9	94
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,448,679	1,412,426	471,503	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,000	—	4,588,509	121.8	411,399	673,512	153,960	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,066	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,455	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Water'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,830	238.1	365,668	685,201	279,210	6½	106
30 Sep. '63	40.9	0.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,325	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	328,794	184,903	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	...	...	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,683	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	—	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	—	—	—	—	—
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,993	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	250,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	482	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,906,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.3	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,082,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2,151,943	1,216,257	31	130
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,762,400	128,867	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	8,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101.	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	54½
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,238,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	92
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	108	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	450,583	—	2,452,217	2,905,000	—	.....	142.0	.....	703,239	311,256	—	15
30 Nov. '63	88.5	—	39.6	—	26	38	413	Little Miami	4,107,139	492,979	437,113	2,981,267	1,400,000	—	5,006,520	138.0	1,002,647	1,948,778	791,862	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	438	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,085	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	43	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,992	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,215	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,365	3,260 887	1,495,728	11,190	5,139,662	205.9	'388,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	208	Sandusky, Mansfield & New'k	2,235,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	.....
31 Dec. '63	242.4	—	.....	—	43	16	926	Toledo & Wabash	9,995,636	*	25,000	3,814,775	6,651,830	38,272	10,152,632	250.0	1,279,950	1,439,798	540,921	—	55

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterisk* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0	.....	360,215	171,286	—	—
31 Oct. '61	65.0	2.0	7.0	—	21	13	438	Catawissa	3,634,000	*		3,350,000	284,000	—	3,634,000	143.0	316,747	380,489	149,013	—	—
31 Oct. '64	62.0	—	9.7	—	12	13	82	Cumberland Valley	1,131,037	*		956,900	378,900	—	1,335,800	74.0	176,968	394,952	198,901	8	10½
31 Oct. '64	113.0	—	57.0	—	77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490	—	6,832,950	3,491,500	606,321	10,930,771	204.6	1,622,327	1,984,948	721,782	20	—
31 Oct. '64	36.0	1.7	7.7	—	8	7	71	East Pennsylvania	1,259,164	132,946	—	604,190	598,400	8,299	1,210,889	37.7	153,041	333,560	202,009	—	—
31 Oct. '64	78.0	—	10.0	—	18	1	619	Elmira and Williamsport	2,027,652	*		1,600,000	1,620,000	—	2,620,000	78.0	303,846	652,150	68,714	2½	—
31 Oct. '64	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	*		600,000	400,000	—	1,000,000	18.5	155,520	486,788	189,007	10	—
31 Oct. '64	81.0	—	2.6	—	5	9	153	Erie and Pittsburg	1,588,878	192,509	—	256,500	900,000	637,386	1,794,386	81.0	71,880	163,502	55,456	—	—
31 Oct. '64	36.0	18.0	17.7	—	—	—	—	Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000	—	1,882,550	54.0	oper. by	Penn.	R.R. Co.	7	61½
31 Oct. '64	32.0	—	1.3	44.0	3	3	12	Hempfield	1,616,458	41,341	—	1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966	—	—
31 Oct. '64	43.5	14.5	11.0	6.0	15	4	126	Huntingdon and Broad Top	2,012,243	*		1,225,992	1,383,427	288,281	2,977,700	58.0	305,743	335,280	143,472	—	—
31 Oct. '64	80.0	—	34.0	—	119	164	1,330	Lackawanna and Bloomsburg	3,160,403	465,406	—	1,335,000	2,024,578	149,014	3,508,592	80.0	356,371	698,596	301,041	—	—
31 Oct. '64	70.0	17.5	53.0	—	51	4	2,713	Lehigh Valley	7,433,706	1,739,410	—	6,627,050	1,477,000	17,582	8,121,582	87.5	502,028	2,280,262	1,452,154	20	—
31 Oct. '64	28.3	5.0	8.0	—	—	—	—	Little Schuylkill	1,371,868	—	—	2,046,100	960,000	61,152	3,667,252	(ope	r. by Re	ading	R. R.)	6	—
31 Oct. '64	130.5	—	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,700,000	*	—	3,700,000	—	—	3,700,000	(	"	"	")	7½	55
31 Oct. '64	55.6	14.2	13.3	—	20	26	674	North Pennsylvania	5,550,418	517,875	—	3,150,150	3,105,705	—	6,255,855	69.8	320,638	741,977	345,401	—	25
31 Dec. '64	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,639,576	3,386,315	5,604,810	19,860,060	16,684,840	—	43,520,856	356.9	5,846,778	14,739 057	4,065,113	10	56½
31 Oct. '64	17.0	3.0	22.0	—	18	45	101	Phila., Germant'n & Norrist'n	1,139,079	232,399	—	1,358,100	315,000	—	1,673,100	24.0	253,739	423,147	207,893	8	57½
31 Oct. '64	237.6	—	29.1	—	—	—	—	Phila. and (Sunbury) Erie	15,760,623	—	—	5,013 054	9,940,000	10,500	14,963,554	(ope	r. by Pe	nn. R.R.	Co.)	—	20
31 Oct. '64	93.0	54.0	218 8	—	216	74	12819	Philadelphia and Reading	18,998,276	5,736,480	—	20 072,323	7,271,879	—	27,344,202	512 3	1,926,309	9,269,341	4,568,150	15	47
31 Oct. '64	28.2	—	24.3	—	—	—	—	Philadelphia and Trenton	950,404	—	245,695	999,200	250,000	—	1,249,200	23.2	175,447	224,006	477,858	10	145½
31 Oct. '64	96.0	—	81.6	—	41	100	964	Phila., Wilmington and Balt.	9,349,300	*	—	8,6 7,300	692,000	—	9,349.300	197 0	839,238	3,205,560	1,365,200	10	64½
31 Dec. '64	59.5	—	7.2	89.5	12	11	82	Pittsburg and Connellsville	3,277,456	163,004	—	1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569	—	12
31 Dec. '63	468.3	—	73.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	81½
31 Dec. '63	28.0	—	6.2	—	5	1	434	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd t	o Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '64	26.4	—	3.3	—	7	16	28	Westchester & Philadelphia	1,313,526	102,983	—	684,036	1,009,095	162,312	1,855,443	26.4	118,698	273,232	149,817	—	—
31 Oct. '64	29.6	—	3.5	—	6	4	362	Tioga	802,253	105,884	—	331,800	372,000	1,343	968,137	29.6	95,566	293,388	211,817	8	43
								RHODE ISLAND.													
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	.....	13.6	24,916	31,702	9,718	....	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	....	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,226	197,905	1,099,536	51.9	.....	.....	.....	—	—
31 Dec. '58	109.6	—	....	—	13	9	176	Charlotte and South Carolina	1,719,045	*	—	1,201,000	384,000	—	.....	109.6	.....	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	.....	—	—	—	.....	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	.....	164.5	.....	341,190	125,871	....	—
28 Feb. '59	102.0	—	....	—	—	—	.....	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	.....	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	....	—	62	59	790	South Carolina	.....	.....	.....	.....	2,643,833	.....	.....	.....	.....	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	....	—	—	—	.....	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	.....	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,627,367	*	—	1,289,673	2,020,000	200,000	.....	140.0	.....	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	.....	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	.....	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	147,144	—	570,000	1,361,000	145,000	.....	.....	.....	.....	.....	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	.....	.....	.....	.....	.....	—	—
1859	59.0	—	....	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,255	554,949	312,518	.....	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	40	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	.....	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	.....	34.2	30,065	23,806	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,382	*	—	2,056,544	1,731,000	.....	.....	159.0	.....	734,118	337,384	6	—
1859	.....	.....	.....	.....	.....	.....	.....	Nashville and Northwestern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	.....	45.8	57,950	127,953	67,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	.....	.....	.....	216,962	413,000	408,477	.....	30.0	.....	1,248	.....	—	—
								TEXAS, (*all aided by State*).													
-- -- '58	32 0	—	....	158.0	....	....	.....	Buffalo Bayou, Braz. & Col'r'do	.....	.....	.....	.....	.....	.....	.....	32.0	.....	.....	.....	—	—
-- -- '58	56 0	—	....	184.0	....	....	.....	Galvest., Houst. & Henderson	.....	.....	.....	.....	.....	.....	.....	56.0	.....	.....	.....	—	—
-- -- '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	.....	.....	278-000	240,000	171,560	.....	50.0	31,300	32,670	.....	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	.....	70.0	102,200	282,846	196,568	—	—
-- -- '59	25.0	—	....	110.0	....	....	.....	San Antonio & Mexican Gulf	.....	.....	.....	.....	.....	.....	.....	25.0	.....	.....	.....	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	.....	3,036,338	90.7	139,377	308,850	167,450	—	—
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,283,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,685	—	1,097,000	.....	.....	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	886,289	941,045	262,887	—	1
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	.....	8	100½
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	.....	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	.....	.....	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,181	1,534,194	.....	.....	.....	.....	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	.....	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	....	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	.....	.....	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	.....	.....	.....	2,063,655	2,517,500	580,056	.....	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	....	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,906	—	1,365,300	1,851,500	292,842	4,745,256	133.4	.....	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	....	—	14	17	181	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	.....	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,758,655	143.2	224,014	560,904	282,328	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	.....	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	685,750	204,808	26,853	.....	43.5	1,058,054	163,753	79,535	6	66
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	.....	.....	23.7	12,842	.....	.....	—	—
31 Jan. '60	80.0	—	....	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	.....	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	250 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	833,475	2,400	3,452,813	3,265,000	571,958	10,223,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	.....	55.0	.....	.....	.....	—	—
31 Dec. '61	199.9	—	24.9	27.8	....	....	.....	*Milwaukee and Minnesota*	7,460,000	*	—	4,940,000	2,460,000	.....	.....	199.9	.....	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,541	224.4	.....	1,163,734	414,741	—	35
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	....	—	31	27	40	Buffalo and Lake Huron (½ y)	11,238,000	*	—	11,750,000	188,000	—	11,938,000	16.10	.....	236,798	67,652	—	—
31 Dec. '62	49.0	—	....	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,180	911,029	22,984	2,663,376	49.0	.....	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	....	78.0	204	130	2,399	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	.....	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,425	.....	26,084,180	357.0	.....	3,011,860	1,649,510	14	—
31 Dec. '64	94.5	1.6	....	—	18	20	337	Northern (O. S. & H.)	5,456,615	*	—	.....	.....	4,909,980	768,959	5,678,939	96.1	402,670	467,266	191,182	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108.0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	....	—	....	....	.....	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,709,232	60 0	.....	132-555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	....	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	57,131	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,768,728	48.7	.....	5 027,438	1,328,924	15	256

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	----
Baltimore and Ohio, (pref.)	3,000,000	---	---	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	564,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	--	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	25
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	44½
Chicago & Alton (preferred)	2,422,596	7	7	92
Chicago & Northwestern (pref.)	2,400,000	7	5½	49¾
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	75½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,C14	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	----
Elmira & Williamsport (preferred)	500,000	---	---	47½
Erie (preferred)	8,535,700	7	7	60
Hannibal & St. Joseph (preferred)	5,253,856	7	—	42
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	372,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,588,600	10	10	140
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	70
Milwaukee & St. Paul (preferred)	2,256,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	7	89
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	608,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	67
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	52½
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6		18..	----
Bonds guar. by Virginia	200,000	6		18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	94
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	100¾
2d Mortgage	294,750	6			97
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80½
Improvement	568,500	6	M. & N.	1876	84
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	50
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	18
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1 t Mortgage	650,000	6	J. & J.	1878	100

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,228,595	—	---
Delaware Division	100	1,633,350	—	35
Delaware and Hudson	100	7,500,000	10	150
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	64
" (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,300	3	----
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126¾
North Branch	100	---	---	----
Sault Ste Marie	100	---	---	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	25
" " (preferred)	50	2,722,607	—	29
Susquehanna and Tide Water	50	2,048,260	—	11¼
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	60

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1	(cash)	per ton 56 —	@ 57 —
Pig, American, No. 1		— —	@ 50 —
Bar, Swedes, assorted sizes	(in gold)	— —	@ 92 50
Bar, English, Refined		155 —	@ — —
Bar, English, common		145 —	@ — —
Band, English		190 —	@ — —
Horse Shoe		180 —	@195 —
Rods, English		160 —	@210 —
Hoop, English		195 —	@230 —
Nail Rod		per lb. —	14½@ — 16
Sheet, Russia		per lb. —	28½@ — 30
Sheet, English, Single, Double and Treble		— 9	@ — 11½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast	(1st & 2d qlty.)	per lb. —	23 @ — 29
English Spring	(1st & 2d qlty.)	—	13 @ — 17
English Blister	(1st & 2d qlty.)	—	15 @ — 24
English Machinery		—	17 @ — 20
American, Blister		—	14 @ — 18
American, Cast, Hammered		—	24 @ — 28
American, Cast, Rolled		—	15 @ — 20
American Spring		—	14 @ — 18
German		—	16 @ — 18
Milan (in bond)		—	@ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New	(sults)	per lb. —	@ — 58
Sheathing, &c. Old	(cash)	— —	@ — —
Sheathing, Yellow		— —	@ — 45
Pig, Chile		— —	@ — —
Bolts		— —	@ — 58
Braziers'		— —	@ — 58
American Ingot	(cash)	— 35	@ — 39

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Galena		per 100 lb. —	@ — —
Spanish		— —	@ 10 50
German Refined		— —	@ 10 50
English		— —	@ 10 50
Bar		per lb. —	@ — 17
Pipe and Sheet		— —	@ — 21

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca		per lb. —	48 @ — 50
Straits		—	45 @ — 46
English		—	41 @ — 42
Plates, Charcoal I. C		per box 15	50 @ 16 —
Plates, I. C. Coke		—	12 50 @ 14 50
Terne, Coke		—	12 — @ 12 50
Terne, Charcoal		—	15 — @ 15 50

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d	(cash)	per 100 lb. 7 50	@ 8 —
Clinch	(cash)	— —	@ 9 —
Horse Shoe, Forged	(cash)	per lb. —	@ — 35
Wrought, English	(cash)	— —	@ — 65
Ausable Horse, Norway Iron, Forged		— —	@ — 45
Zinc Nails	(6 mos)	— —	@ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine		per lb. 1 05	@ 1 10
Para, Coarse and Medium		— —	@ — —
Carthagena, &c		— 72	@ — 75
Guayaquil		— —	@ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity		— —	@ — 34½
Refi'd, free, L.S. to pr. Wh. (110@120 test)		— 73	@ — 74
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)		— 53	@ — 54
Naptha, Refined, (60@63 gravity)		— —	@ — 50

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22.
American Coal Co.	80	----	----	----	----	----
At. & Gt. W. (O) 1st m't.	----	----	----	----	----	----
Buffalo, N.Y. & E., 1M.	----	----	----	----	----	----
California 7s	----	----	----	----	112	117
Canton Co.	31¾	31¼	31	30¼	27½	28
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	86	86	----	----	82	----
" " pref.	----	----	----	90	88	92
" " 1 M.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	----	----	116	110	----	----
" " 8 p.c.	112	----	----	----	----	----
Chic. & Northwest'n.	31¾	30⅝	30¼	27¾	24½	25
" " pref.	59¾	57½	57¾	53¾	51½	52
" " 1st M.	80	----	----	79	----	----
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	99½	98	98½	96½	91½	92
" " 1st M. '70	----	----	----	----	----	----
Clev., Col. and Cin.	----	----	----	----	----	130
Clev. and Pittsburg	70½	70½	69	67	59½	58½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	----	----	----	----	99	96
" " S. F. 7 p.c.	95	95	95	----	----	95
Cumberland Coal, pref.	63½	53	51½	47¾	36	35
Del. & Hudson Canal	160	155	----	151	147	150
Del., Lack. & West.	----	----	----	----	----	----
" " 1M. 8p.c. '71-5.	106	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	106	----
Erie	67½	65⅝	----	64	60½	61¾
" pref.	----	80⅛	66¾	----	----	79½
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	108	----	----	----
" 3 M. 7 p.c. '83	102	102	----	----	----	----
" 4 M. 7 p.c. '80	----	----	----	95	----	92
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7 p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	25	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	110¼	109	110	108	100¾	102
" scrip	----	----	----	----	----	----
" 1M. 7 p.c. '69	----	100¾	----	----	----	100
" 2M. S. F.	107	----	----	----	----	----
" 3M. 7 p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	111	109	----	106	101¾	101½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	110	----	----	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	----	----
Mariposa Mining Co.	14¾	12¼	12¾	10¼	11¼	12¾
Michigan Central	106	----	105	99	98	
" S F. 8p.c. '82	113	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	65	63¾	64	62¼	58	59½
" " guar'd.	----	----	----	----	----	----
" " 1M. S. F.	103	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	35	35	35¼	35	34	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	70	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	----	----	----	----	----	----
Missouri 6s	----	----	----	----	----	60
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	71	----	----	----	----	----
New York Central	107	107¾	106¾	104¾	100¾	101
" 7s, 1864	----	----	----	----	----	----
" 7s, S.F. '76	----	----	----	----	----	----
" 7s, conv. '76	----	----	----	----	----	----
" 6s, S.F. '83	99	----	----	----	----	----
" 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" 1M. 7 p.c. '73	----	----	----	----	100	----
" 2M. 7 p.c. '64	----	----	----	----	----	----
" 3M. 7 p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	27	26¾	26¼	25¼	23¼	23½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	----	----	----	----	----	----
Panama	----	----	----	----	----	----
Penn'a Coal Co.	----	----	----	----	----	172
Phila. and Reading	107⅝	106¼	106¼	105½	97¼	100
Pitts. Ft. W. & Chicago	88⅝	89	89	86¾	83¾	85
" " 1M. 100	100	100	----	----	----	----
" " 2M. 98	----	----	----	----	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	76½	75	72¾	72	63¼	65
St. L., Alton & T. H.	----	----	----	----	25	----
" " pref.	67	----	----	----	----	----
" " 1M.	----	----	----	----	----	90
" " 2M. pref.	80	----	----	----	----	70
" Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	55	----	----	55	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16	F.17	Sat.18	M.20	Tu.21	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	100	----	----	----	----	----
U. S. 5s, 1885, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s, coup.	96⅜	95½	97½	93½	91½	92½
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	108	----	108	----	105⅜	----
U. S. 6s, 1881, cou.	108⅜	108⅜	108⅜	105	107	----
U. S. 6s, '81, O.W.L'y.	----	----	----	----	----	----
U. S. 6s, 1881, " ⅓y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	----	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	115	----	----
U. S. 6s, 1 year certif.	----	98¼	93½	98¼	97	97⅛
U. S. 6s, 5-20s, coupon	109⅛	109	108⅜	103⅛	105	105⅛
U. S. 6s, 5-20s, new	109⅛	108⅜	108	107⅛	104⅛	105⅛
U. S. 6s, " reg.	----	108	----	----	104	105
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	----	----	----	----	----	----
American Gold	168	164⅛	165⅛	159½	156⅛	156

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	10⅛	----	----	----	----	----
" preferred	----	----	26	25½	25	----
Camden & Amboy	130	125	128	----	----	125
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	----	----	----
" " 6s, '83	----	----	92	----	90	----
" " 6s, '89	----	----	----	----	----	----
" mort. 6s, '89	----	----	----	----	----	96
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	----	----	----	----	----	----
Elmira & W'mport	----	----	----	----	20	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	----	----	64	----	----	----
" 6s	----	----	----	----	94	----
Lehigh Valley R. R.	----	----	----	----	----	----
" " 6s	97	----	----	----	----	95
Little Schuylkill R. R.	----	----	----	----	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	57	----	56½	----	----	55
Morris Canal	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	25	----	----	----	----	----
" " 6s	----	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
Pennsylvania R. R.	57⅛	57	56⅛	56	56	56⅛
" 1st m.	----	----	102	102	----	----
" 2d m.	----	----	----	----	----	----
Penn. State, 5s	86⅛	86¼	86¼	83	84	----
" " 5s, coupon	----	----	----	----	----	----
" " 6s, W. L.	100	----	----	----	----	----
Philadelphia City, 6s	92	----	----	90	----	----
" " new	95	94½	94	93	90	90½
Philad., Germ. & Nor.	----	58	----	----	57½	----
Phila. & Reading	53⅛	53⅜	53⅛	53⅛	52½	48
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
Philadelphia & Erie	21	----	----	21	20	----
" " 6s	----	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	----	----	----	----	25	----
" " pref.	32⅛	----	32	32½	31	29
" " 6s '82	----	----	----	78	----	78
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	89½	----	----
Sunbury and Erie, 7s	----	----	----	----	----	----
Susq. Canal	13⅛	12½	----	----	11¼	----
" " 6s '78	----	54	----	----	----	50
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	20	----	18	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	60	----	----	----	60
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	----	----	----	----	----	----
Chestnut & Wal. "	----	----	----	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	----	----
2d and 3d streets, "	----	63	----	----	----	----
Spruce & Pine, "	----	----	----	25½	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 21.

	W.15.	Th.16	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	99	----	----	----	----	----
" " 1886	----	98	97	97	----	----
" " 1870	----	----	----	----	----	----
" " 1890	100	100	100	----	----	100
Balt. and Ohio	----	----	101	----	----	----
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	98	97	----	----
" " " '85. 9	----	----	----	----	----	----
Northern Central	----	----	----	----	----	----
" " b'ds, '85	89½	----	----	----	----	----
" " " 95	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 22.

	Th.16	F.17.	Sat.18.	M.20.	Tu.21.	W.22.
Boston and Lowell	----	104	----	----	----	----
Boston and Maine	117	115	----	114¼	----	114
Boston and Providence	----	----	129	----	----	----
Boston and Worcest.	----	130	128	----	125	----
Cheshire, pref.	48	45	44½	----	----	----
Concord	56¼	----	54½	----	53	55
Connecticut River	----	----	99½	----	----	----
Eastern, Mass.	95	95	95	91	----	92½
Eastern, N. H.	----	----	----	----	----	----
Fitchburg	108	108	107	106¼	----	104
Manchester & Lawr'ce	----	----	----	----	108	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	78	78	----	----	----	----
Old Colony and Fall R.	108	----	----	106	105	
Ph., Wil. & Baltimore	67	----	67	----	----	64½
Portl'd, Saco & Porta.	103	103¾	----	----	----	----
Vermont & Canada	----	----	----	----	----	100½
Vermont & Mass.	38	----	37½	----	----	----
Western	----	130	----	128	----	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	----	95	----	----	----	95
Metropolitan "	49¾	----	----	49½	49	
Middlesex "	----	----	52	----	----	----
Central Mining Co.	----	----	----	45	----	
Franklin "	----	----	----	----	----	----
Isle Royale "	----	----	----	----	----	----
National "	----	----	----	----	----	----
Minnesota "	10	----	----	10½	----	
Pewabic "	45	43	39	39½	39¼	
Pittsburg "	67	----	----	----	----	----
Quincy "	----	----	----	----	----	79
Rockland "	----	----	----	----	----	----

London Stock Exchange.

The following were the closing prices for American Securities on the 8th of March:

Maryland 6s	60	to	65
United States 6s, 1881	53½	"	53¾
Do. 5s, 1874	48	"	50
Virginia State 5s	43	"	45
Do. 6 per cent.	28	"	30
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent.	66	"	68
Do., 2d mort., 1881	61	"	63
Pennsylvania, 1st mort., 1877	68	"	70
Do., 2d mort., 1882	61	"	62
Erie shares, $100 (all paid)	35	"	35½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	75	"	77
Illinois Central 7s, 1875	59	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	53	"	55½
Marietta and Cincinnati Railroad Bonds	66	"	68
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares		"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	99	"	101
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, March 25, 1865.

Stock Exchange and Money Market.

The large decline in the price of gold as measured by the currency employed to purchase it, (for gold in fact has not fallen at all in the general market of the world,) has caused a lively sensation in financial circles, and is the subject of continual speculation by the press. All sorts of theories, all kinds of opinions and all varieties of suggestions are daily ventilated for the benefit of the public, but make no change in the current of events. We have recently seen an elaborate article in a daily paper to explain why prices do not go down with the fall of gold, and why they may not be expected to go down. But the writer does not explain the converse and complement of his theory, why prices should not go up when gold went up, as he is bound to do unless his rule does not work both ways, as rules of any value usually do. It is sheer nonsense, however, to undertake any such explanations as those referred to. Prices in inflated currencies will decline to gold prices as paper and gold assimilate, and though there may be exceptions while inflation lasts, the final tendency is certain. The exceptions only confirm the rule.

The desire expressed to have the return to specie payments a gradual one is natural enough, and not by any means improper. At the same time those who express it should also show some desire to meet the decline in the prices they ask for their stocks of goods on hand. For if they deprecate a return to the specie standard in order that they may still get 2 or 300 per cent. for their goods, as much for them now as when gold was approaching 300, we think they ask a little too much, and what they ask will not be granted by the public be it ever so indulgent. Nor do we think any combination of journalism will much alter the tendency of events. The public mind is fixed in the idea that the price of gold has been always too high. On the very strictest principles, if the old rule of currency circulation was a sound one, viz., that on one dollar of gold three dollars in paper might be safely set afloat, then in fact, the Government and the bank currency is not three times greater than the estimated quantity of gold in this country at this moment. But it is not concentrated anywhere in amounts enough to be at command, and thus paper money is redundant and redemption is impossible for the present. So the people have judged, while they never believed that the high premiums paid for gold were reasonable or justifiable. We have always contended that combinations, disloyal feeling and corrupt motives had much to do with the speculations in the commodity. In a letter lying before us from that well known banker and profound thinker, A. B. Johnson, Esq., of Utica, he says: "I wonder if those who thought the price of gold depended on the deterioration of our paper money are now satisfied of their mistake, though no doubt should the demand for gold make it rise again we should still hear repeated, the old song of the depreciation of paper money. What a man gets into his head by inculcation or otherwise you can hardly drive out with a sledge hammer." If gold continues to fall with the currency remaining in amount as it is, some interesting questions would arise. In the meantime we ask where is all this much abused United States currency? Where are all these legal tenders? Here in the commercial metropolis, here where all the financial power of the country concentrates or is delegated to representation, we see by the report of the 54 city associated banks made for the week ending March 18, that to redeem their circulation of $4,662,505, and deposits $174,479,867—total, $179,141,872, the only lawful available means at hand were specie, $22,256,596, and legal tenders about $83,645,014! Thus upon liquidation and settlement with their creditors and stockholders, but for these much despised legal tenders these institutions would find themselves in difficulty. This state of things is very suggestive. It demonstrates that so far as the Government issues are concerned, the rise and fall of gold has been entirely independent of that circumstance, and that legal tenders are not to be

found in places of deposit like banks, in sufficient quantities to pay more than one-third of their obligations. There are those who with considerable show of reason think this a fair conclusion. The Southern States now about to re-enter the Union are destitute of a sound currency, their paper has disappeared or is worthless. A very large amount of legal tenders will inevitably be required there, and be retained there on the resumption of business. The legal tenders will therefore become scarce in the loyal States, and be worth perhaps a premium as they several times have been, and appreciate to gold. Under these circumstances therefore, it may also be asked why should the Government issue any more stocks to be paid for the use of irredeemable bank paper, when it can issue its own which is so much more prized and so much safer. Why not better issue what it yet requires in legal tenders imperatively convertible after a year or two in stock, and thus save the interest in the interim. Will not the increase be a valuable aid to the business men of the South at the crisis of their return to the protection of the old flag? In this view of the subject, these inquiries are also important.

The absorption of our National securities on the continent of Europe continues large. It is asserted by a Philadelphia cotemporary, that of the original issue of $511,000,000 of the 5-20's, $409,000,000 are coupon bonds, and that of these $106,000,000 with coupons are held by firms in Frankfort, and $105,000,000 in Amsterdam. In these purchases the British capitalists have taken little or no part. On the contrary, there seems to have been a settled purpose to discredit all American securities. In the London Money Market *Review* of February 18, and it assumes to lead as a financial journal, we find the following (in one particular,) ignorant and unjust remark: "The debt of the United States is at present very large, and the amount of interest payable upon it, prodigious. *As matters now stand the sum annually receivable from taxation is insufficient to pay the interest.*" How such statements can be put forth by any respectable journalist we cannot conceive. Not only are the means received from taxes direct and indirect sufficient to pay the interest of the National debt, but more than sufficient. The Treasury has constantly a surplus of gold on hand for this purpose, and on several occasions had such a plethora, that it has paid the interest in advance several months before it was due. No nation in Europe has ever done this, or ever will.

We also notice the same unfriendly spirit in regard to other American securities. A combination was actually made to defeat the loan proposed by the Atlantic and Great Western Railway Company, because of the friendliness of its great promoter Mr. McHenry to the cause of the Union. Late advices assure us that vigorous efforts were made to prevent a realization on that loan which fortunately for the public, and the friends of the company was signally defeated, and the debt stands at 8 per cent. premium. While on this subject we take the liberty of extracting from a letter received within a few days past from Thomas W. Olcott, Esq., President of that well known and stable institution the Mechanics' and Farmers' Bank of Albany, a few powerful suggestions in regard to the future financial relations between Great Britain and the United States.

"Your money article of the 18th inst., is very suggestive and presents matter for grave consideration. England may yet receive from us, that aid which she volunteered to deny to us in anticipation of our wants and wishes. If she was staggered in her attempts to get cotton from the East to a degree that she was obliged to put up interest to the unprecedented rate of 9 per cent. when it was only 3½ at Hamburg; if through the stimulus of high prices she has on hand as is probable a full ordinary supply of cotton; if in addition to this we should through the restoration of peace within a few months throw upon her two or three millions of bales, and then call upon her for 100 millions of gold which she holds subject to sight draft from this country; if also in addition some of her timid and panic stricken citizens should send over a few millions for a more safe investment in the stocks of this country—if all this happens, and happen it may, who can estimate the dangers and terrors of the convulsion which awaits her?"

"And then bringing all the above resources to our aid, with the amazing product of our gold fields and our rapidly developing mineral wealth, with recuperated energies and a restored nationality, who can doubt, under the Divine blessing the future of the United States of North America?"

We commend these remarks of one of our wisest and most successful and deep thinking bankers, to the consideration of the Money Market *Review* and all who believe in it.

That all these speculations are not groundless is apparent from the tone of the London newspapers brought by the last steamer. The London *Times* of the 6th inst., considers a return of specie from England to this country, as "not anomalous," or in other meaning, improbable, under the circumstances, begun already perhaps by the recent arrival of $16,000 at Boston, and to be increased by the absorption of American securities abroad, and the sale of captured and liberated cotton. With regard to the much discussed question whether the 30 or 40,000 bales captured at Savannah are to be sold here, or shipped direct to England on Treasury account, we believe we are warranted in saying that it will be positively sold in this city. Without knowing or pretending to know the reasons of this determination it is not difficult to suppose them. Thus the expense of cartage and shipment on Government account, the freights, insurance, and commissions to agents in charge, the charges and commissions on the sale abroad, the reshipment of the proceeds with new freight charges and commissions, added to the delay of two voyages would probably influence the Secretary of the Treasury. If to these we add the possibility after the cotton arrived in England, of claims being made on it through its Courts of Justice by real or pretended English owners, or if parties who have made claims against the United States for seizure of their vessels and goods on the way to blockaded ports, should obtain injunctions against the funds realized from the sales of this cotton, there would arise an interminable delay before the decision of these Courts could be arrived at. It might take them as long as it has in the Thelluson case to find out to whom the proceeds shall go; these proceeds of five or six millions would be perhaps for years in the Bank of England, and if our Government remonstrated we should be told perhaps, it could not interfere in the course of justice any more than it did when we remonstrated against the continual violation of neutrality, and we were pointed to the Foreign Enlistment act, and the action of the Court as our only mode of redress. If any of these suppositions extend into the mind of the Secretary of the Treasury, we can well understand why he has deemed it best to sell the cotton here and make literally a clear thing of it. One thing is certain, that the very idea of shipments of cotton from the United States gives much apprehension in England. We notice in Ryland's Circular another quotation from this Journal on the subject, on which it comments as follows:

"What wonder if we hear of weakness in the Liverpool market? We anticipated a heavy fall in prices and advise our readers once more to exercise caution in their Liverpool and Lancashire transactions generally."

During the week we have quite a panic in the gold and stock market. It is quite an easy affair at any time. The currency has not been diminished in amount, in fact by the operations of the New National Banks, it has been actually increased. Yet gold has tumbled down to 155, and at this rate a paper dollar is worth about 68 cents, or about double what it was when gold was at its highest. We must lay then the rise and fall of gold at some other door than that of our inflated currency.

With the fall however, has come wild apprehensions of commercial ruin, and great efforts are made in influential quarters to stop the decline, at least until the speculators can save themselves. The Philadelphia *News* opposes this doctrine, and large numbers of persons here do so. Let the downward tendency says that journal "go on until its force is spent on the natural and proper victims." "Have not thousands of loyal people been ruined and rendered almost homeless by their devotion to the Government while the gold gamblers, and the speculators in provisions have grown to princely estates?" Now as the Secretarp of the Treasury has determined not to expand the currency another dollar, it is as idle to attempt to arrest the course of events, as it was in Dame Partington to keep back the Ocean with her broom. The public universally think that gold has been too high, and attribute its enormous rise to combinations of all kinds, not the least to those supported from treasonable motives. We all wish to see it fall to its proper level, whatever that may be whether 25 or 50 per cent. The stoppage of the fall by temporary expedients will do but little good, for consumers will buy as little as possible until a permanent rate is established. They will will not buy to save any speculator in gold or provisions or stocks, no matter how much argued with or implored. So we see no advantage whatever in laying anything on the track to stop the train of events. If the decline is gradual, we shall not seek to hurry it on. Let the laws of commerce, of finance and of political economy work out their own problems. It is very certain that as yet certain dealers in the necessities of life boldly hold on to the highest prices and do not care a pin for the public.

In this condition of panic it is not wonderful that good securities have been sacrificed, both by those who bought and held them for speculative purposes, and those who have held them in good faith. People throw their looking glasses out of the window when their houses take fire. But we think this plan a decided blunder. As the currency appreciates we come nearer to gold, and as

all payments come nearer to gold so will all companies, banks, railways and all monied associations become the stronger. Especially will railway property improve, for the dollars they receive for freights and passengers will double in value, while their outgoes will by the very same process be lessened one half. This is a simple and self evident proposition. A Bank now lending money gets but 3½ per cent interest. Restore specie payments and it will get seven in specie. We therefore think the panic in this respect is a perfectly idle one.

One of the vagaries of the market is the sudden rise in Exchange which has been as low as 106 for good merchant bills. We are not afraid to hazard the opinion that those who are buying at an advance are throwing away their money. When the London *Times* predicts a flow of specie westward, when six millions worth of cotton are likely to be converted into bills, and when we may count on large continuous shipments of the same article Eastward, we think that exchange is not likely long to be scarce or high.

Our private advices from Washington assure us that the Govrnment officials are confident of a very sudden cessation of hostilities by the voluntary or forced submission of the rebel authorities, exhausted as they are in men and money, and are unsupported by their fugitive congress which will be sorely puzzled to find either their states or constituencies except under the Federal flag. To this inevitable conclusion we must come, and we should shape our movements accordingly. A prolongation of the war is apparently impossible, and the threats of guerillas are a baseless reliance for permanent existence, as all history teaches. Napoleon the 1st was not driven out of Spain by guerillas but by the phalanx of Wellington, and his misfortunes and defects elsewhere. It is well known he always looked upon their operations with contempt, and Napier the historian of the Peninsular war tells us so.

Those of our readers who wish to follow accurately the fluctuations of the market since our last issue, will find them appended. The prices of all securities have been affected as will be seen but as we believe with a wholesome reaction near at hand.

The subscriptions to the 7-30s continue to be made on a large scale under the active management of Jay Cooke & Co., who have by an excellent arrangement with Wells Fargo & Co., prepared for their extensive distribution in the gold producing States and territories on the Pacific. There can be but little doubt that our miners there will largely invest in their securities, since they will pay in gold, and get them at that advantage, while beyond all question both the principal and interest by the resumption of specie payments will be repaid to them in the equivalent at no distant day.

The value of the exports from New York the week ending 26th March, exclusive of specie was $3,608,485, and the specie was but a trifling sum.

The balance in the Sub Treasury on Tuesday, was $2,629,007.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—McGregor 1st mort., 71½; Milwaukee and St. Paul 1st mort., 75; At. and Great Western (Penn. Div.) 1st mort., 70; Brooklyn 6s Water Loan, 102; Stonington R. R., 120; Ohio 6s, 1886, 105; Mariposa 2d mort., 20; Wyoming Valley Coal, 50; Central Coal, 44; Consolidated Coal Co., of Md., 50; Ashburton Coal, 15; Bank of Commerce, 100; Am. Ex. Bank, 120; Market Bank, 100; 4th National Bank, 91; 9th National Bank, 110; Hanover Bank, 102; Park Bank, 145; Fulton Bank, 175; Metropolitan, 125; Shoe and Leather Bank, 108; Corn Ex. Bank, 110; Central National Bank, 103; Merchants Bank, 116; Smith Parmalee Gold, 6; Buchanan Farm Oil, 1.05@1.08; Oceanic, 2.50@2.55; Excelsior 5; Cherry Run, 70c.@71c.; Germania, 85c.; Rynd Farm, 3.90; Tack, 3.05@3.10; United States, 14.50@14.70; Webster, 1.15; Adamantine, 8; Empire City, 2.75@3; Highgate, 1.05; Brooklyn, 2@3; Allegheny, 1.

Philadelphia.—Westchester 7s, 100½; Huntingdon and Broad Top, 25; Allegheny County 5s, 75; Pittsburg 6s, 87; Schuylkill Navigation Boat Loan, 90; Union Canal, 1½; 13th and 15th street R. R., 19; Swatara Falls, Coal, 7; Big Mt., 4½; Green Mt., 3¾; Keystone Zinc, 2; Mechanics Bank, 80; Bank of North America, 191; North Bank of Kentucky, 120: Bank of Kentucky, 107; Commercial Bank, 102; Farmers and Mechanics Bank, 140; Adamantine Oil, 7; Alcorn, 1; Atlas, 1⅛; Briggs, 3⅛; Big Tank, 3⅛; Bull Creek, 2¼; Bruner, 1; Brandon, 1¼; Blue Creek, 3; Corn Pl., 4⅝; Caldwell, 5⅛; Cherry Run, 5¼; Continental, 2¼; Crescent, 1½; Densmore, 4; Duncard, ⅞; Dalzell, 7½; Eagle Rock, 4; Excelsior, 1⅜; Eldorado, 1¼; Eureka, 1; Egbert, 3; Feeder Dam, ⅞; Flemington, 1; Franklin, 2½; Gt. Eastern, 1⅜; Gt. Basin, 2¼; Hibbard, 1¼; Howe's Eddy, 1½; Hoge Island, 2⅛; Junction, 3; Jersey Well, 3¼; Logan, ½; Mingo, 3⅝; McClintock, 4⅛; Maple Shade, 21⅛; McElheny, 4¾; McCrea, 2¼; Mutual Petroleum, 44; McElrath, 3½; Oil Creek, 6; Organic, ⅝; Olmstead, 2¼; Petroleum Centre, 2¼; Royal, 2; Rathbone, 1½; Rock, 3⅜; Ross, 1⅞; Slipper Run, 5½; St. Nicholas, 4; Sherman, 1⅛; Sugar Creek, 15¾; Story Farm, 1⅛; Starr, 2; Seneca, 4; Sugar Dale, 4½; Sutley, 1⅛; Tack Petroleum, 3⅛; Tarr Homestead, 4; Tionesta, 2¼; Upper Island, 2; Wm. Penn., 4¼; Winslow, 2; Walnut Island, 1½; Winfield, 1¼; Watson, 3. The latest quotations are: City 6s, 87½@88½; do., new, 90@90; State 5s, 85@85½; do., coupon, 6s, 92@93; do., W. L., 100@100; Phila., Wil. and Balt., 64½; Reading, 47½@41⅝; do., 6s, 1870, 90@94; do., bonds, 96@98; Camden and Amboy, 126@130; Penn. R. R., 53½@54; do., 1st mort., 102@104; do., 2d mort., 99@99¼; Little Schuylkill R. R., 32@32¾; Morris Canal, 90@90; do., pref., 120@124; do., bonds, 98@100; Wyoming Valley Canal, 50@57½; do., 6s, 92½@95; Susquehanna Canal, 9½@10; do., 6s, 49@52; Sch. Nav., 22@25; do., pref., 28¼@29; do., 6s, 1882, 79@80; Union Canal bonds, 15@20; Delaware Div. Canal 31½@33; do., bonds, 90@95; Elmira and Williamsport, 28@29; do., pref., 46½@48; do., 7s, 1873, 95@99; do., Chattle 10s, 73@74; Long Island R. R., 37@39; Lehigh Coal and Navigation, 62@64; North Pennsylvania, 25@27; do., 6s, 88@89½; do., 10s, 105@114; Philadelphia and Erie, 15@16; do., 6s, 90@95; Minehill, 55@55; Catawissa, 9½@10½; do., pref., 20½@23½; Lehigh Valley, 65@68; do., bonds, 95@98; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 62¾@65; Race and Vine, 9@10; West Philadelphia, 69½@70; Spruce and Pine, 25@25; Green and Coates, 25@30; Chestnut and Walnut, 30@45; Arch, 11½@12; Thirteenth and Fifteenth, 17@19; Girard College, 18@27; Tenth and Eleventh, 43¾@44; Norristown, 55@56½.

Boston.—Northern (Ogdensburg) 2d mort., 28¾; Rutland and Burlington 1st mort., 60; Boston and New York Air Line 6s, 49; Eastern R. R. 6s, 1874, 99¾; Cheshire R. R. 6s, 92; Vermont and Massachusetts 6s, 1865, 96½; Western R. R. 6s, 1875, 101⅛; Nashua and Lowell R. R., 125¾; Boston, Hartford and Erie R. R., 17; Pittsfield and North Adams R. R., 98; Vermont State 6s, 96; Brooklyn City 7s, 1885, 100½; Chicago 7s, sewerage, 103; Boston 5s, 1868, 116½; do., 1886, 114; do., 1874, currency, 102¾; Boston Water Power Co., 37¼; Union Steamship Co., 130; Bear Valley, etc., coal, 20¾; Mammoth Vein Coal, 27½; Franklin Coal, 55¾; Belmont Coal, 10; Short Mt. Coal, 38¾; Locust Dale Coal, 29¾; Rocky Mt. Gold, 13; Macomb Lead, 75c.; Buckingham Plumbago, 6; Great Basin Oil, 2; Fuller Farm Oil, 2; 1st National Bank, 124; Bank of Commerce, 112; Webster Bank, 112; Traders' Bank, 104; Boston Bank, 80; New England National 117¼; Columbian Bank, 140; Tremont National Bank, 111¼; State Bank, 80; National Bank of Commerce, 113; Howard National Bank, 113; 3d National Bank, 105; Suffolk National Bank, 117; National Bank of Redemption, 110; Shawmut National Bank, 102; Atlantic Bank, 185; Acton Mining Co., 70c.; Boston, 1¼; Canada, 60c.; Copper Falls, 25; Huron, 39; Hancock, 8⅞; Mesnard, 2½; Madison, 1¾; Manhattan, 3½; Superior, 5¾; St. Clair, 3⅛.

Baltimore.—N. W. Va. 1st mort., 96½; Western Maryland Bonds, 84; do., guaranteed, 97; City Passenger R. R., 17; Canton Co., 28½; Springfield, 0.55; Mineral Hill, 1.40; Baltimore and North Carolina, 0.20; Atlantic Coal, 1.35; Laurel Cannel Coal and Oil Co., 5.00; Santa Clara, 13; Maryland Anthracite, 29¾; Penn. Oil, 1.40; Chesapeake Oil, 3.00; Lake Chrome, 0.30; Citizens Bank, 12¼; Union Bank, 70⅛; Bank of Baltimore, 105½; Bank of Commerce, 24¾; Marine Bank, 32. The latest quotations are: Balt. and Ohio, 95@98½; do., 6s, 1867, 90@95; do., 1875, 96@98; do., 1880, 97½@98; do., 1885, 97@98; Northern Central, 45@50; do., bonds, 1885, 86@90; N. W. Va., 00@05; do., 1st mort., 90@96½; do., 2d mort., 92@100; do., 3d mort., 28@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 80@84; Central Ohio 1st mort., 90@100; do., 3d mort., 85; do. 4th mort., 50@59; do., income 1857-'60, 36@42; Western Md. bonds, 83½@84; do., guar., 96@98; Maryand 6s, coupon, 1870, 99@100; do., Ins., 99@100; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 97@101; do., 1875, 99@99½; do., 1886, 96½@97; do., 1890, 99½@100; do., coupon, 101@102; do., 5s, 1838-'70, 82⅛@86; City Passenger R. R., 16@17; Canton Co. 28½@30; Gardner, 0.50@0.75; Gas Coal, 1.25@1.80; Maryland, 0.55@0.55; State, .10@.10; Springfield, 0.50@0.65; George's Creek, 100@110; Santa Clara, 13@19; Balt. Chrome, 2.30@2.35; Bare Hill, 2.00@2.75; Atlantic Coal, 1.30@1.45; Mineral Hill, 1.00@1.50; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.00@5.30.

Commerce of Toledo.

Toledo is by no means a city of recent date. It has had a place on the map for the full third part of a century. The western tide of immigration, however, had given it the "go-bye," and as a consequence its growth was not demonstrative. In 1840 it had only 1,222 inhabitants, and in 1850, only 3,829.

But now it became from its geographical position a great railroad entrepot, and having also water connection by river and canal with the lakes and the Ohio, its commercial relations began to extend. The immigration which had passed it on its westward course had in the meanwhile laid the foundations of a vast empire, producing little but agricultural staples and wanting all the products of the anvil and loom. The interchange of these, while advantageous to the west as well as east, was no less valuable to the interlying settlements and especially to those on the great lines of transit. Toledo was one of these and soon emerged from its obscurity, and so rapidly did it expand that the census of 1860, found it with a population numbering 13,768 souls. The report of its commerce for the year 1864, which it is the purpose of this article to illustrate, claims that the city at the present time contains no less than 20,000.

Toledo is situated on the Maumee river, which five miles below the city enters the bay of the same name, an arm of Lake Erie. It is thus accessible from the lake, and is in fact one of the principal ports of its southern coast. Four miles above the city, the canals connecting it with Cincinnati and Evansville, come into the river and make Toledo their lake terminus. Four or five railroads also centre here, coming from the four cardinal points and connecting the port with all the great commercial centres of the Union and Canada. Thus Toledo is abundantly supplied with avenues, and as the result will prove is making them tributary to its own aggrandizement.

Toledo, says the report, is rapidly advancing toward a position among cities of the first class. In the grain trade she has already attained that distinction, and enjoys the reputation of being second only to Chicago, as a grain receiving and shipping point. The population of our city is estimated at over 20,000 and the rapidity with which it is growing, even at the present time, has hardly been exceeded by any of the cities of the West. Toledo has also an extensive provision and grocery trade, and the dry goods trade is becoming a prominent interest. The valuable timber trade of the Maumee valley has also its outlet at Toledo, and even from this distant part of the country New York derives a large part of its ship timber. For several years past oak ship timber has been exported to the ocean ports, and is highly prized by builders. The wholesale trade of the port becomes more and more important, keeping up with the development of the country. The retail trade is also rapidly increasing, and the merchants are considered as generally prosperous.

With these preliminary remarks we now proceed to tabulate the commercial results as shown in the "*Toledo Blade's seventh annual statement of the Trade and Commerce of Toledo for the year ending December* 31, 1864."

And first as to the aggregates, and then the details so far as may be compatible with the dimensions of a current article for the JOURNAL. The total value of imports and exports for the year 1864 was as shown in the following summary:

	Imports.	Exports.
Flour	$8,419,792	$8,304,703
Wheat	12,664,912	11,589,700
Corn	1,541,160	887 892
Oats	308,892	299,106
Barley	104,653	56,000
Rye	44,561	31,153
	$23,083,970	$22,168,554
Live stock	3,282,162	3,975,500
Provisions	13,819,896	14,059,896
Lumber and staves	3,372,965	4,332,566
Salt	180,500	195,200
Other items by lake	10,250,000	9,450,000
" canal	2,325,450	2,560,320
" Railroad.	24,865,423	29,163,722
Total value 1864	$81,180,366	$95,905,758
" 1860	46,727,754	52,243,627

The following statement shows the amount (bushels) of flour and grain received and shipped during the year:

	Received.	Shipped.
Flour (reduced to wheat)	5,262,370	5,178,960
Wheat	7,237,093	6,622,604
Corn	1,041,160	788,892
Oats	454,254	439,862
Rye	39,435	27,658
Barley	74,681	.....
Total, bushels	14,108,993	13,057,976
Consumed at the port		188,681
On hand Jan. 1, 1865		862,336

The table annexed exhibits the amount of flour and grain received by rail, canal and lake etc:

	Railroad.	Canal.	Lake.	Total.
Flour, bbls.	811,344	241,130	.....	1,052,474
Wheat, bu.	5,314,342	1,822,750	100,000	7,237,093
Corn, bush.	769,945	246,215	25,000	1,041,160
Oats, "	417,192	16,562	20,500	454,254
Rye, "	39,435	.....	.....	39,435
Barley, bu.	29,546	21,461	23,674	74,681

The amounts shipped were as follows:

	Railroad.	Lake.	Total.
Flour, bbls.	122,108	913,684	1,035,792
Wheat, bush.	309,220	6,313,384	6,622,604
Corn, "	45,336	743,556	788,892
Oats, "	168,222	271,640	439,862
Rye, "	9,778	17,880	27,658

It may here be remarked that the report gives in full the quantities of each article received and shipped in each year from 1860, and also the prices of each bi-weekly for several years. The details would occupy too much of our space, and in the nature of things it would not be possible to condense such information.

The receipts of other principal articles are given as follows:

Pork, barrels	160,826
Bacon, lbs.	23,499,712
Dressed Hogs, lbs	12,050,278
Lard, barrels	70,292
Beef, "	64,680
Butter, pkgs.	14,543
Wool, lbs.	4,806,486
Ashes, casks	3,813
Tobacco, hhds	42,404
High wines, bbls	76,870
Cotton, bales	12,548
Live stock—Cattle	4,661
" Hogs	2,357
" Sheep	234
Hides, lbs	13,095,198
Sheep Pelts	700,000
Furs (various)	77,275
Lumber Pine, feet	55,799,200
" Black Walnut, feet	24,828,586
Staves	3,756,639
Lath	15,275,000
Shingles	18,149,000
Salt	50,659

The amounts of the above shipped from the port are given only in a few instances, and these we recapitulate as follows:

Wool, lbs.	4,806,486
Cotton, bales.	12,548
Live stock—Cattle	84,471
" Hogs	229,645
" Sheep	233,599
Hides, lbs	12,697,313
Lumber pine, feet	18,223,713
" Black Walnut, feet	26,750,728

The chief reason given for the omission to report shipments, is that the greater portion is shipped as third or fourth class freight instead of by name.

The rates of freight for grain by lake to Buffalo during the season were as follows:

April	3¼@6	3½@6
May	3 @4	3½@4½
June	4 @6	4 @6½
July	4¾@6¾	5 @6
August	4¾@6½	5 @6
September	4½@5	4½@5
October	4 @7¼	4 @7¼
November	7 @10	7½@12½

To Oswego the rates averaged twice as much as to Buffalo. Owing to the high price of gold and Canada money, however, the business by vessels was very light. No other currency was received for tolls on the Welland Canal.

The facilities at Toledo for elevating and storing grain, have during the past few years been vastly extended, and it has now storage for 3,000,000 bushels, and can receive or deliver 500,000 bushels daily. The principal grain elevators at the port are named below:

Names of Elevators.	Capacity. Storage.	Capacity. Elevating.
Toledo and Wabash, No. 1	246,000	60,000
" " No. 2	445,000	60,000
" " No. 3	761,000	60,000
Canal, King Brothers	100,000	30,000
Michigan Southern, No. 1	200,000	30,000
" " No. 2	300,000	60,000
Canal, Walford & Co	250,000	40,000
Dayton and Michigan	120,000	30,000
Canal, Hopkins & Griffith	60,000	20,000
Canal, Young & Backus	150,000	30,000
Total	2,632,000	420,000

The Lake Commerce of Toledo as indicated by the Custom House returns of tonnage entered and cleared during the season of navigation is shown in the following tables—

Arrivals for each quarter:

Quarters.	Number.	Tonnage.	Crews.
April—June	702	171,199	6,720
July—September	951	244,043	8,978
October—December	530	147,108	5,126
Arrivals	2,183	562,350	20,824

Clearances for each quarter:

Quarters.	Number.	Tonnage.	Crews.
April—June	717	171,514	6,764
July—September	925	254,890	9,038
October—December	527	148,660	5,065
Clearances	2,169	575,094	20,867
T'l arrivals & clearan's.	4,352	1,139,414	41,691

The foreign commerce of the port consisted of —goods imported $1,650 and produce exported $224,700—the whole free under the Reciprocity Treaty.

The following table compares the receipts of flour and grain at three principal western Lake ports for the year 1864:

	Toledo.	Chcicago.	Milwaukee.
Flour, bbls...	1,052,474	1,141,791	280,874
Wheat, bush..	7,237,093	11,257,196	9,120,255
Cron, " ..	1,041,160	13,628,087	473,309
Oats, " ..	454,254	13,653,941	1,051,953
Rye, " ..	39,435	969,116	89,459
Barley, " ..	74,681	740,446	198,038
Total in bush.	14,108,993	45,952,741	12,337,679

The total bushelage—reducing the flour to wheat at 5 barrels to the barrel—is shown in the annexed table for the last four years:

Years.	Toledo.	Chicago.	Milwaukee.
1861	19,593,565	54,093,219	18,778,627
1862	21,518,065	57,558,950	19,104,749
1863	14,452,719	56,079,903	16,845,699
1864	14,108,993	45,952,741	12,337,679
Total...	69,683,342	213,684,813	67,066,754
Average	17,420,885	53,421,203	16,766,688

Wealth and Resources of Vermont.

The Green Mountain State as it is called, has an area of 10,212 square miles, or 6,535,680 acres. Its length from north to south is about 157 miles. Its greatest breadth is about 90 miles. It is intersected its whole length by the Green Mountains which divide the streams that flow into the Connecticut River on the east, from those which flow into Lake Champlain on the west. Its water and mountain scenery is of the most splendid kind, attracting annually large numbers of travelers.

Its first constitution was formed in 1777. Its present one in 1793, and though simple in form and ultra democratic in its character, has moulded into homogeneity one of the most stable and industrious populations in the Union. Its earliest settlements date back to the year 1724. Its population in 1790 was 85,416, and in 1860 it was 315,098. In the same year the value of the farm lands was $91,511,673, and of the implements of husbandry used upon them $3,554,728.

The live stock consisted of 67,250 horses, 35 asses and mules, 171,698 milch cows, 42,280 working oxen, 149,359 other cattle, 721,993 sheep, and 49,433 swine, valued altogether at $15,884,393.

The products of animals was as follows: Butter, 15,681,834 lbs., cheese, 8,077,689 lbs., wool, 3,975,544 lbs., wax and honey, 212,905 lbs., while the value of slaughtered animals was $2,549,001.

The cereal crops were: Wheat, 431,127 bushels, rye, 130,976 bushels, Indian corn, 1,463,020 bushels, oats 3,511,605 bushels, barley 75,282 bushels, and buckwheat 215,821 bushels. The commercial crops were: Tobacco, 12,153 lbs., hops, 631,641 lbs., and flax, 5,107 lbs.

The miscellaneous crops were returned as follows:

Grass seed, bushels	11,420
Flax " "	831
Maple sugar lbs.	9,819,939
Peas and beans, bushels	68,812
Irish potatoes "	5,147,908
Sweet " "	628
Wine, gallons	2,923
Hay, tons	919,666
Clover seed, bushels	2,444

The orchard products were of the value of $198,427, showing a considerable falling off from the year 1850, and the products of market gardens were valued at $24,792, showing an increase of 25 per cent. on the valuation of 1850.

The number of manufacturing establishments in 1860 was 1,701, nearly 300 less than in 1850, while the capital invested in them was $9,500,000, four millions *more* than in the former year. The cost of raw material used was $8,110,000 about double what it was in 1850. The number of operatives employed 10,800, while the value of the fabrics was $16,000,000, or about double their value as raw materials.

The value of the principal articles of production were as follows:

Woollen and mixed goods	$2,550,000
Flour and meal	1,659,898
Lumber	1,065,886
Leather	1,000,153
Steam engines and machinery	493,836
Boots and shoes	440,366
Iron castings	296,430
Furniture	268,735
Clothing	250,669
Agricultural implements	157,647
Printing	99,701
Iron, bar and solid (1,100 tons)	68,250
" pig (2,156 tons)	61,940
Musical instruments	57,960
Sewing machines (8,500)	42,000
Jewelry	37,950
Gas	15,215
Cotton goods	357,430

The value of its foreign imports $2,731,857, and its exports $783,702.

The total of its tonnage cleared and entered was 52,572 tons, of which the foreign was 17,173 tons. The tonnage owned in the State was 7,744, of which 4,492 were in steamers. Its foreign trade is with the Canadas.

The number of banks in 1860 was 44, with a capital of $3,872,642. There were also 10 savings banks, the deposits in which were $1,386,259. There are ten railways which cost $23,339,215, the total length being 526 miles. The system was that of opening the trade of the Connecticut Valley, and of Lake Champlain and of Canada, by a series of direct and transverse connections with Canada, New York, Boston and Portland.

The longest single line finished is 119½ miles between Rutland and Salem. The next is the Connecticut and Passumpsic which at present terminates north at Newport on Lake Memphramagog a port of entry, but is graded to the Canada line some 16 miles further. Vermont has three short canals, altogether not a mile in length originally intended to improve the navigation of the Connecticut River, but not now in use. At an early day boats went up from Springfield almost to the upper waters of the Connecticut, but the railways have superseded them. The State debt was small before the war, but $192,438; but the rebellion has largely increased it.

The future of Vermont will depend much on the re-establishment of the trade with Canada, which the cessation of the reciprocity treaty at the end of the year's notice will materially impair. But there is not much doubt it will be restored if wise counsels prevail. The project of a ship canal by the way of Lake Champlain between the St. Lawrence and the Hudson is still cherished both in the Canadas and this State. The widening and deepening of the Chambly and the Champlain Canals, both short, with but slight summits to overcome, will throw a large part of the trade of the lakes into the Hudson.

Surveys, calculations and reports, both American and Canadian have determined the feasibility and the cheapness of the work. It remains to be seen how soon circumstances will enable it to be undertaken.

Locomotive Express.

American enterprise is always busy. One of the latest novelties as well as one of the most useful arrangements of the day, grown out of the production of petroleum, is the establishment of a special Express for the transportation of stationary and portable engines to the oil regions. This is a large stride from the original idea of package Express, and is a proof that the world moves, and moves fast when American talent and capital apply their lever. KASSON'S advertisement in another column, is proof of what we say.

Jerome, Riggs & Co.

This well known House is acting as the Government agent for the sale of the 7-30s, which continue to attract great attention. The subscriptions are going on by millions every week, and the people are evidently determined to place their surplus funds in this loan. Mr. Jerome is not only a capitalist like his associate Mr. Riggs, but has during the present war been lavish in his expenditures in the support of patriotic measures. We know of his having paid $20,000 at one time for a great public demonstration by which the Government and the Union were nobly sustained. It gives us pleasure to speak of such men and such Bankers.

Gilbert & Entz.

We publish in another place the card of this firm engaged in the business of Bankers and Brokers, No. 4 Wall street. These gentlemen are eminently qualified for their undertaking; Mr. Gilbert was lately Paying Teller of the Bank of the Republic, and Mr. Entz comes from the house of Winslow, Lanier & Co., one of our best schools of training in financial affairs. With these advantages the house may justly claim the confidence of the public, and will doubtless receive it.

Railroad Earnings--Weekly.

The earnings of the Grand Trunk Railway for the week ending March 12, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$27,693 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	79,189 00
Total	$110,006 00
Corresponding week, 1864	117,835 00
Decrease	$7,829 00

The earnings of the Chicago and Rock Island Railroad for the second week in March, 1865, were $57,815 00
Corresponding week of previous year.. 38,826 00

Increase $18,989 00

The earnings of the Chicago and Northwestern Railway for the 2d week of March, are. $111,786 49
Corresponding week of 1864 87,098 09

Increase $24,688 40

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending March 14th, were:

	1865.	1864.
Passengers	$2,788 26	$2,517 72
Freight	3,429 20	5,998 08
Express	162 80	104 16
Mails	296 58	296 58
Total	$6,676 84	$8,916 54

Receipts from January 1 to March 14:

1865	$95,103 93
1864	82,089 06
Increase	$13,014 87

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Terre Haute Railroad for Feb., 1865, were..$153,902 72
Corresponding month of previous year 147,485 00

Increase..... $6,417 72

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of Feb., 1865, were..... $74,283 18
Corresponding month of previous year 115,135 20

Decrease..... $40,852 02

The business of the Illinois Central Railroad for the month of February, 1865:

LAND DEPARTMENT.

Acres Construction Lands Sold	15,362.10 for	$173,984 19
Acres Int. Fund Lands sold	642.22 for	9,865 21
Acres Free Lands sold	3,569.88 for	41,489 82
Total sales during month of Feb., 1865	19,574.20 for	$225,339 22
To which add Town Lot Sales		3,623 30
Total of all		$228,962 52
Cash collected in Feb		$238,797 29

TRAFFIC DEPARTMENT.

Receipts from	Passengers	$198,065 75
do.	Freight	208,130 95
do.	Mails	6,358 33
do.	Rent of Road	4,000 00
do.	Other Sources	6,000 00
Total Receipts in month of Feb., 1865		$522,555 03
Total Receipts in month of Feb., 1864.		416,587 86
Increase		$105,967 17

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of February, compared with the same period last year, were as follows, viz:

	1865.	1864.
Freight	$417,339 80	$293,323 16
Passengers	252,289 25	140,600 10
Express matter	9,449 89	5,000 00
Mails	7,825 00	7,825 00
Rent of railway	7,083 33	7,083 33
Miscellaneous	2,750 47	3,395 47
Total	$696,737 74	$457,227 06
Increase		$239,510 68

Earnings from Jan. 1, to Feb. 28:

1865	$1,380,997 37
1864	747,902 97
Increase	663,084 40

Interest and Dividends.

The Pittsburg, Fort Wayne and Chicago Railroad Company have declared a quarterly dividend of two and one-half per cent., free of tax, payable April 17th.

The Philadelphia, Wilmington and Baltimore Railroad have declared a dividend of 5 per cent., payable April 1.

The interest coupons of the first mortgage bonds of the Chicago and Great Eastern Railroad Company due April 1, will be paid on and after that date by Messrs. Schuchardt & Gebhard.

The coupons of the Chicago and Alton Railroad Income bonds will be paid April 1st, less government tax, by M. K. Jesup & Co.; also the coupons of the St. Louis, Jacksonville and Chicago Railroad bonds, free of tax.

☞ The opening of the Suez Canal to navigation through its entire length, from the Red Sea to the Mediterranean, has been officially announced to all the Chambers of Commerce in Europe by M. Lesseps, President and Superintendent.

D. B. GILBERT. F. S. ENTZ.

GILBERT & ENTZ,

BANKERS and BROKERS,

No. 4 WALL STREET.

Gold, Government Securities, State and Railroad Bonds, Bought and Sold on Commission, at the New York Stock Exchange.

Important to Oil Companies.

KASSON'S

LOCOMOTIVE EXPRESS,

OIL CREEK LINE.

GENERAL OFFICE, 67 EXCHANGE PLACE,

NEW YORK.

EXCLUSIVELY FOR STATIONARY OR PORTABLE ENGINES AND TUBING.

We have organized a Branch of our Locomotive Express for the transportation of STATIONARY OR PORTABLE ENGINES, via Erie Railway, to the OIL REGIONS, with promptness and despatch.

We use our own Locomotive Cars, and send reliable and experienced Messengers in charge of every shipment, and by these means avoid all transhipments and delays.

We are prepared now to contract for the despatch of a limited number of such Engines from New York, Jersey City and Patterson, to Corry, Shafer Farm, Meadville, Franklin and Intermediate Stations.

Contracts and Shipping Directions will be furnished on application at our General Office.

KASSON & CO.,
67 Exchange Place, New York.

N. B.—Special arrangements will be made for similar shipments from and to other points. 1m-12

7-30 LOAN.

Tenth National Bank,

NO. 240 BROADWAY,

Bonds forwarded free of expense to all parties ordering.

Liberal terms to Banks, Bankers and Brokers.

D. L. ROSS, President.
J. H. STOUT, Cashier. 1m-11

FOR SALE.

2 New first-class Dome, or Raised Roof, Cars, will seat 60 passengers, 4 ft. 8½ in. gauge; or will sell to parties wishing to furnish their own trucks.

Address GEO. T. NEWHALL,
1m12 New Haven Car Works, New Haven, Ct.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, March 17, 1865.

DIVIDEND NOTICE.—At a meeting of the Board of Directors of the Pittsburg, Fort Wayne and Chicago Railway Co., held on the 16th inst., the regular dividend of TWO AND ONE HALF (2½) PER CENT. on the capital stock for the quarter ending March 31st inst., was declared payable, free of governmennt tax, on and after April 17th prox., by the Treasurer, to Shareholders registered at Pittsburgh, and by Messrs. Winslow, Lanier & Co., No. 52 Wall street, to shareholders registered at New York.

The transfer books will close March 31st inst., and will reopen April 17th prox. By order of the Board.

4t-12 F. M. HUTCHINSON, Secretary.

New Haven Car Works,

NEW HAVEN, CONN.

Passenger and Freight

CARS

OF EVERY DESCRIPTION, ON HAND, AND BUILT TO ORDER, BY

GEO. T. NEWHALL, Proprietor.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c

☞ WARRANTED EFFICIENT, ECONOMICAL AND SAFE. ☜

CONTINENTAL

BANK NOTE COMPANY,

Nos. 142, 144 & 146 Greenwich,

(MARBLE BUILDING,)

Corner Liberty street, New York,

ENGRAVERS AND PRINTERS OF THE NATIONAL BANKING CURRENCY.

Engraving and Printing

BANK NOTES, CERTIFICATES OF STOCK AND DEPOSIT, BONDS, DRAFTS, BILLS OF EXCHANGE, STAMPS AND COMMERCIAL PAPERS OF ALL KINDS.

☞ PARTICULAR ATTENTION WILL BE GIVEN TO THE EXECUTION OF RAILROAD BONDS, CERTIFICATES OF STOCK FOR MINING, PETROLEUM, COAL, AND OTHER CORPORATIONS, IN THE HIGHEST STYLE OF ART.

A large and extensive assortment of designs adapted for the use of Stock Companies always on hand, or engraved to order.

EDWARD E. DUNBAR, President,
EDWARD P. MOORE, Secretary.

SHEFFIELD STEEL WORKS,

ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,

PITTSBURGH, PA.,

MANUFACTURERS OF ALL KINDS OF STEEL

Best Refined Tool Cast Steel,

LOCOMOTIVE AND CAR SPRINGS,

RAILROAD SPRING AND FROG STEEL,

MACHINERY, PLOW, BLISTER AND

SAW STEEL.

SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL.

MOWER BARS, CROW BARS,

CRANK PINS, PISTON RODS.

Springs, Axles and Steel Tires, &c.

Warehouse, 83 Water Street.

FOURTEENTH ANNUAL REPORT

OF THE

MANHATTAN

LIFE INSURANCE COMPANY,

156 & 158 BROADWAY, - - NEW YORK.

JANUARY 1, 1865.

Net Assets, January 1, 1864.....$1,478,968 59

RECEIPTS DURING THE YEAR.

For Premiums, extra premiums, &c.....	$821,294 67	
For Interest and Rents.....	115,495 11	
For Interest and Rents accrued...	36,744 24	
		973,534 02
		$2,452,502 61

DISBURSEMENTS.

Paid Claims by death on Policies and Bonus, and payment of Annuities.....	$194,302 56	
Paid expenses, salaries, taxes, revenue stamps, Medical Examiners' fees, commissions, &c ..	120,053 04	
Paid Dividends, re-insurance, purchased policies and bonus, interest on dividends, &c	146,921 78	
		461,277 38
		$1,991,225 23

ASSETS.

Cash in Bank and on hand.....	$33,033 01	
Bonds and Mortgages	315,475 00	
Real Estate	123,928 74	
Premium Notes on Policies in force.....	763,436 17	
[The actuarial estimate of the value of the Policies which secure these Notes is about $954,000.]		
Quarterly and semi-annual Premiums deferred.....	62,565 43	
United States and New York State Stocks, cost.....	329,045 60	
Premiums and Interest in course of collection and transmission..	183,997 04	
Temporary Loans on Stocks and Bonds.....	144,000 00	
[Market value of the Securities, $177,757 50.]		
Interest accrued to date, and all other property.....	36,744 24	
		$1,991,225 23

From the great success of this company they are enabled to offer superior advantages to policy holders.

Life policies are issued, payable in annual, or in one, five or ten annual instalments; also non-feiture endowment policies, payable in ten annual payments, which are paid at death, or on arriving at any particular age. Life insurance as an investment has no superior, as it has saved millions of dollars to the insured, and thousands of families from ruin. Dividends are paid to policy-holders, thus enabling them to continue their policies, if otherwise unable to do so.

This favorable feature has been the means of saving many policies that would have been forfeited for want of means to continue them, and in several instances families, once wealthy, have thus been saved from utter ruin.

The office of the company has been removed to the new building, Nos. 156 and 158 Broadway, where their prospectus may be had on application.

HENRY STOKES, President.
C. Y. WEMPLE, Secretary.
J. L. HALSEY, Assistant Secretary.
S. N. STEBBINS, Actuary.
ABRAM DUBOIS, M.D., Medical Examiner.

J. F. D. LANIER, President, of Winslow, Lanier & Co.
C. V. CULVER, Vice-Prest. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF NEW YORK.

PAID IN CAPITAL.... ....$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES

AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1865.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of $500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to $1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents.

J. F. D. LANIER, President.
C. N. JORDAN, Cashier. 3m-8

GOODYEAR BROTHERS & DURAND

BANKERS,

No. 18 Broad St. New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight as with Banks Collections made on accessible points, at the lowest rates

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission Orders filled in Philadelphia and Boston without extra charge Coupons and interest on United States Registered Bonds Collected

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y
GEO GOODYEAR, New Haven, Ct.
GEO G GOODYEAR HARVEY DURAND.

REFERENCES.

HON JOHN J. CISCO, late Assistant U S Treasurer,
JACOB RUSSELL, Esq., Cashier U S Treasury,
H T MORGAN Esq., (of H. T Morgan & Co.,) New York.
Hon. ERASTUS CORNING, Albany, N Y.
A. B JOHNSON, Esq., Utica, N Y
JAY COOKE & Co., Washington

PETROLEUM.

The Subscription Books of this Company at the original price of $1 per share having closed, a limited number only of remaining shares will be sold at $3 per share.

NEW YORK, PHILADELPHIA, AND BALTIMORE CONSOLIDATED

PETROLEUM AND MINING CO.

Organized under the Laws of New York.

Shareholders exempt from all personal Liability.

CAPITAL, $1,500,000, DIVIDED INTO 300,000 SHARES PAR VALUE, $5 PER SHARE.

Subscription price for a limited number only of shares remaining $3 per share.

No further assessment or call on the subscribers, as 50,000 Shares are reserved for Working Capital.

President—J. S. CLARK, of New York.
Vice-President—R. H. WISHART, New York.
Treasurer—H. F. DEVOE, New York.
Secretary—J. CONKLIN, New York.

OFFICES:

No. 71 Broadway, New York.
No. 612 and 614 Chestnut street, Phila.
No. 1 Carrol Hall, Baltimore st., Balt., Md.

New 200 Barrell well on Cherry Run.

NEW 150 BARREL WELL OF FINE LUBRICATING OIL ON SUGAR CREEK.

This Company owns Twenty-six Properties, in all about 635 acres of land, carefully selected from the very heart of the Oil Region of Pennsylvania, and located as follows:

No. 1, on SAUNDERS FARM, on SUGAR CREEK.
No. 2, on McFATE FARM, on CHERRY RUN.
No. 3, on BLOOD FARM, on OIL CREEK.
No. 4, on WIDOW McCLINTOCK FARM, on OIL CREEK.
No. 5, on STEEL FARM, on OIL CREEK.
No. 6, on STEEL FARM, on OIL CREEK.
No. 7, on STEEL FARM, on OIL CREEK.
No. 8, on TARR FARM, on OIL CREEK.
No. 9, on ALLEGHANY RIVER, opposite HORSE CREEK
No. 10, ADJOINING DEMPSEY FARM, on CHERRY TREE RUN.
No. 11, on DEMPSEY FARM, on CHERRY TREE RUN.
No. 12, on REYNOLD'S FARM, on SUGAR CREEK.
No. 13, on SUGAR CREEK.
No. 14, on WHEELAND FARM, on SUGAR CREEK.
No. 15, on HOGG FARM, on CHERRY RUN.
No. 16, on RHODES FARM, on ELK CREEK.
No. 17, ADJOINING KENT FARM, on ELK CREEK.
No. 18, on ELK CREEK.
No. 19, on WILCOX FARM, on ELK CREEK.
No. 20, on HOWARD FARM, on ELK CREEK.
No. 21, on PETTIS FARM, on ELK CREEK.
No. 22, on HOWARD FARM, on ELK CREEK.
No. 23, on STRUTH FARM, on ELK CREEK.
No. 24, on ALLEN FARM, on ELK CREEK.
No. 25, on BRINTH FARM, on SUGAR CREEK.
No. 26, on JACOB PIZEN FARM, on SUGAR CREEK

Besides the wells on these properties now producing ten new ones are being bored, and are already to the depth of 400 or 500 feet, with a certainty of immense yields of oil.

The Trustees feel confident they will be able to declare and continue large dividends shortly after the books close

Prospectus, Maps, and every information can be obtained, where the Subscription Books are now open, at

WISHART & CO.'S

PETROLEUM EXCHANGE,

OFFICE No. 60 EMPIRE BUILDING,

No. 71 Broadway, New York.

And at the office of

H. F. DEVOE & SONS, Bankers,

No. 311 Greenwich street, New York.

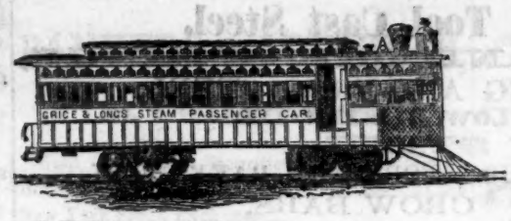
ALSO AT THE OFFICE OF THE

STANDARD PETROLEUM REFINERY

No. 94 Wood Street, Pittsburg, Pa.

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

BUSH & LOBDELL
Chilled Railroad Car Wheel
TYRE, AND
RAILROAD MACHINE WORKS
WILMINGTON, DELAWARE
GEO. G. LOBDELL, Proprietor.

Prince's Metallic Paint,
AN INDESTRUCTIBLE COATING
FOR
IRON, TIN AND WOOD.

IT consists of seventy-two parts **Oxide of Iron,** and twenty-eight parts **Cement Lime Stone** in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or woodwork, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a **spreading and covering power unequalled.**

TERMS,

By the Barrel or Half Barrel, } **FIVE CENTS per pound.**

A liberal discount made to parties purchasing by the ton.

A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction.

Also, Prince's Imperial Black Paint, and Prince's Protoxide of Iron.

DANIEL SLOAN, Gen'l Agent,
115 Liberty St., New York.
CALVIN GAY, Local Agent, 29 Doane St., Boston.

Great Northern Oil Co.
OFFICE 24 BROAD STREET,
And 67 Exchange Place near Bway.
CAPITAL, - - - - $2,000,000.
Manufacturers and Sole Proprietors of the
HENDRICK LUBRICATOR.
Also dealers in SPERM, LARD, WHALE, and other OILS.

OFFICERS.

JOHN BRYAN, President, New York.
JACOB S. ATWOOD, Vice-Prest.
J. A. WISNER, Sec'y and Treas'r.
E. E. HENDRICK, Superintendent
WM. N. MARCUS, Gen. Agent.

BAIRD'S PATENT
Incrustation Preventer,
AND REMOVER
FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

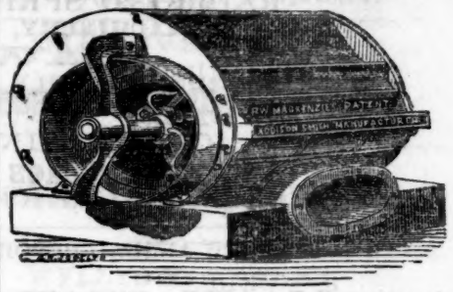
JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, { 69 Courtlandt Street, New York. / 29 Front Levee, New Orleans.

Car Duck. Hemp Packing.
HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.
BEST HACKLED HEMP PACKING.
For sale by
WILLIAMS & PAGE, Boston.

W. GRAHAM HOOPES,
IRON COMMISSION MERCHANT,
NO. 107 WALNUT STREET,
PHILADELPHIA.

SMITH & SAYRE,
PROPRIETORS AND MANUFACTURERS OF THE
MACKENZIE PATENT
BLOWER & CUPOLA,
PATENT
GAS EXHAUSTOR
AND COMPENSATOR.



THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison.

We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

SMITH & SAYRE,
458 Broadway, N. Y.

FIRST-CLASS OFFICES
TO LET,
WITH ALL THE MODERN IMPROVEMENTS and SPLENDID LIGHT AND VENTILATION,
SUITABLE FOR
Bankers, Brokers, Merchants, Lawyers, Railway, Petroleum and Other Companies, in Buildings
Nos. 38, 40, 42, 78, 80, 57, 69, 71 & 73
BROADWAY,
(NEAR THE HEAD OF WALL STREET,)
Nos. 5 and 7, 34, 36, 49, and 53 NEW STREET,
Nos. 4 and 19 WALL STREET,
Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,
And No. 55 Exchange Place.
APPLY AT THE OFFICE OF
EDWARD MATTHEWS,
19 BROAD ST., cor. EXCHANGE PLACE.

A. WHITNEY & SONS
CAR WHEEL WORKS,
Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

UNITED STATES
DISINTEGRATING
ORE COMPANY,
OFFICE, - - - - - 74 BROADWAY,
ROOMS, 14 AND 15.